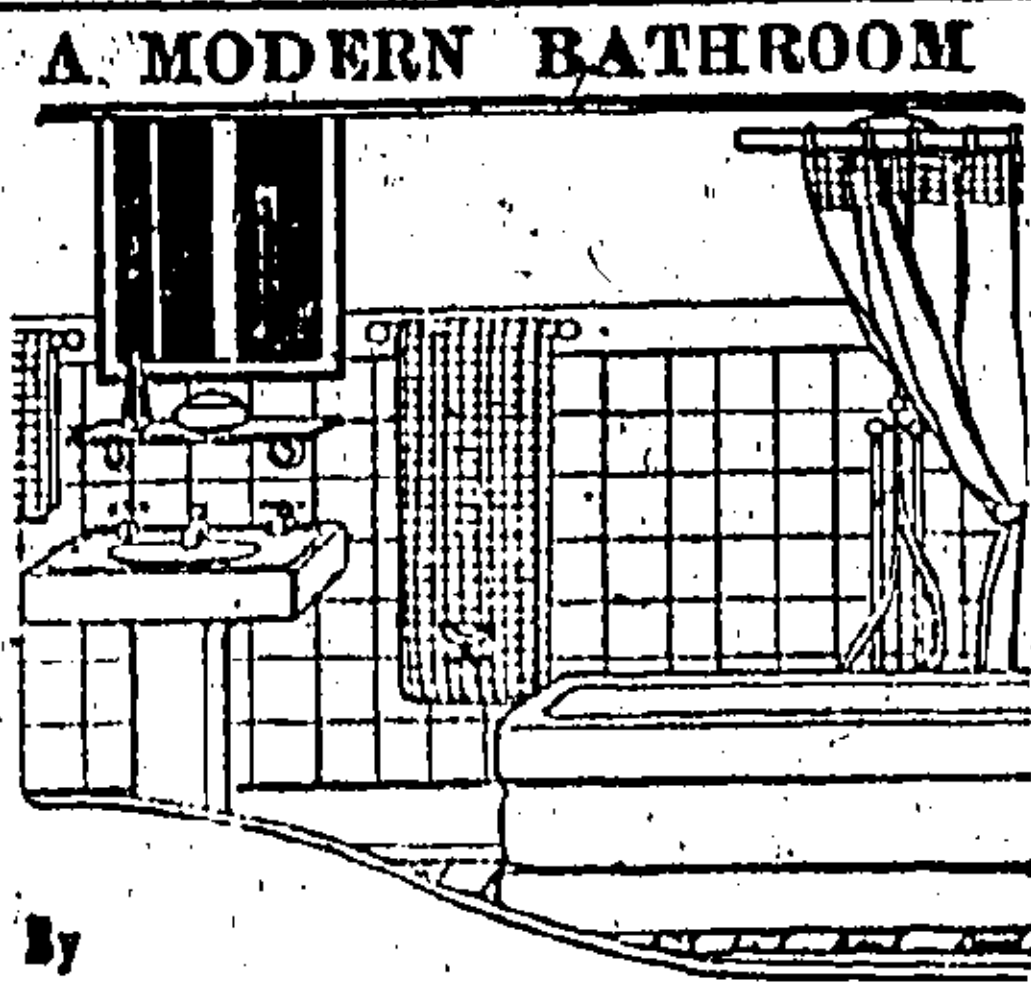




A. MODERN BATHROOM

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The Hongkong Telegraph

2nd. EDITION

THE SILVER ANNIVERSARY
BUICK.

Get the facts from behind the wheel. Rise to a brilliant sprint on the straightaway. Make a thoroughgoing comparison of power, getaway, swiftness, smoothness and stamina in order that you may obtain full knowledge of BUICK performance leadership.

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CITY BUS SERVICES.

TRAMWAY CRITICISMS ANSWERED.

WHY HOTEL COMPANY ENTERED TRANSPORT FIELD.

HAD NO ALTERNATIVE.

A non-controversial reply to recent criticisms of the Hongkong and Shanghai Hotels, Ltd., for inaugurating a motor-bus service on the Queen's Road route, was made by Mr. J. Scott Harston when presiding at the Company's annual meeting held today. It will be recalled that at the recent meeting of the Hongkong Tramways, Ltd., the Hotel Company was accused of competition in this connexion.

Mr. Scott Harston's statement was in the nature of an explanation of the inception and growth of the Repulse Bay Hotel and the motor road round the island, necessitating transport facilities between the city and the south side of the island, and stated that although local firms were approached and offered subsidies for loss on working over a reasonable period, no support was forthcoming. This compelled the Hotel Company to inaugurate its own bus and car services.

It was also explained that the Company made several applications to the Government to run buses from Kennedy Town to Happy Valley via Queen's Road, two in 1923 and one in 1925, before the concession was granted in 1927.

A further interesting statement made by the Chairman was that the Company appears to have weathered the difficulties of the past four years and is now in a strong position, with the result that there are hopes of it reverting to a dividend-distributing basis in the near future.

DIVIDENDS IN THE NEAR FUTURE?

Addressing the shareholders, the Chairman said:—Gentlemen, The report of your Directors and statement of accounts for the financial year ended 31st December, 1928, having been in your hands for the prescribed period, I will, with your permission, follow the usual procedure, and take them as read.

The Auditors' Report is as follows:—"We have audited the above account and balance sheet with the books and documents of the Head Office and the accounts and balance sheet of the Shanghai Branch, rendered by Messrs. Thomson & Co., as accountants to the Company in Shanghai, certified by them as correct. We have obtained all the information and explanations we have required. In our opinion, such balance sheet is properly drawn up and gives a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the books of the Company—Percy Smith, Seth & Fleming, Incorporated Accountants, Hongkong, 6th March, 1929."

The Accounts.

You will observe from the Profit & Loss Account for the year 1928 that the balance of Working Account amounted to \$1,113,857.15 against \$1,102,559.43 for 1927—an increase of \$11,297.72 which I think under the circumstances may be regarded as satisfactory, more particularly as during the summer months business both in Hongkong and Shanghai fell much below the average for that particular time of the year.

You will observe also that the working profit for the year has been augmented by the sum of \$374,169.75 in respect of the profit on the sale of the old Hongkong Hotel Site (North Block) and No. 16 Des Voeux Road, which property was disposed of to the Hongkong Land Investment & Agency Co., Ltd. on the 30th November 1928, and I propose to make further reference to this subject later.

Referring to the debit side of the Profit & Loss Account, you will note that "Mortgage and Bank Interest" is considerably lower than last year. As my predecessor in the chair explained to you at the last annual general meeting, during the military occupation of the Peninsula Hotel interest applying to "Construction in Progress, etc." was debited to Profit and Loss Account, and, per contra, the item of "rental revenue derived from the military authorities, whereas, on the termination of our lease with the military authorities and consequent

"VOLGA BOATMAN" DISPUTE.

SWATOW MAYOR ANNOYED WITH POLICE.

UNAUTHORISED ACT.

The action of the authorities in Swatow in having banned "The Volga Boatman" film and confiscated it after one performance, has resulted in a sharp conflict between the Police Department and the Mayor, the latter contending that the matter is one which concerns the Municipality alone.

It will be recalled that troops surrounded and raided the cinema where the film was first shown and confiscated the picture on the grounds that it was seditious and was nothing more or less than Communist propaganda.

Our Swatow correspondent, writing on the latest development in the affair, says it appears that the action was taken by the police authorities alone, without any sanction from the municipal body. It has now resulted in a strong protest from the Mayor, who has stated that the censoring of cinema films belongs to his department.

The Mayor is reported also to have demanded from the police an explanation as to why soldiers were sent to confiscate the film without any authorisation from his office, and to have announced that he will personally look into the matter, and decide whether or not the film is suitable for presentation in Swatow.

If the Mayor should decide to remove the ban, it is expected that the film will be shown after all, but what action the police will take under those circumstances remains to be seen.

VALUABLE AID TO SURGERY.

THE DISCOVERY OF A NEW ANAESTHETIC.

EXPERTS' OPINIONS.

A new medical discovery which will probably prove of incalculable benefit to mankind is fully described in the current issue of the *Lancet*, the famous British medical weekly.

It is a new anaesthetic which has not yet been placed on the commercial market, but which has been carefully studied by experts and fully approved.

The article in the *Lancet* is contributed by two distinguished anaesthetists, one of whom, Dr. Shipway, acted as anaesthetist to His Majesty the King in his recent operation for the removal of fluid.

The new anaesthetic is called "Avertin" and it is administered by injection. In a record of 198 serious cases in which it was used there were only two deaths under the anaesthetic.

The writers state that "Avertin" produces unconsciousness more quickly than any other similar drug with which they have had experience.

A notable feature of this particular drug is the fact that after-effects are almost absent.—*British Wireless*.

FLU STOPS FLIGHT.

MR. VAN LEAR BLACK HELD UP IN S. AFRICA.

London, Mar. 15.

It is learned from Bulawayo that Mr. Van Lear Black, the American millionaire newspaper owner, who is touring the world by air, has been held up at Broken Hill.

Both pilots and the mechanic of his giant Fokker machine are suffering from influenza.—*Reuter*.

CAMBRIDGE GETS A WINDFALL.

£200,000 BEQUEATHED FOR SCIENCE.

London, Mar. 15.

The will of the late Mr. John Humphrey Plummer, of Southampton, who left £271,000, bequeaths to Cambridge University £200,000 for science.—*British Wireless*.

PRELIMINARY TO CONGRESS.

MARSHAL CHIANG ON PARTY LOYALTY.

MANIFESTO ADDRESSED TO DELEGATES.

APPEAL FOR SUPPORT.

Nankang, Mar. 15.

On the occasion of the opening of the Third National Congress of the Kuomintang Party, Marshal Chiang Kai-shek, the President of the State Council, has issued a manifesto to members of the Party.

Marshal Chiang opens by drawing attention to the fact that no National Congress has been held for three years. It is impossible, therefore, to delay the gathering. The problems of the party and of the Nationalist Government are numerous and cover a wide field, and the Third Congress may therefore be regarded as the most important in the history of the Kuomintang Party.

With strong foes without, he continues, and with continued, though minor, disturbances within the country, it is the more lamentable that despite all efforts to purge the party of the re-

THE BRITISH MINERS FUND.

Donation Helps Towards The \$5,000 Mark.

We have to-day received a sum of \$25 from a resident signing himself "Sympathiser" towards the British Miners' Relief Fund. It is forwarded as a contribution helping to swell the Telegraph Fund to \$5,000.

The total now received is \$5,703.65 and 10/-—The need for help still continues, and we should appreciate further donations with a view to bringing the total to the \$6,000 mark.

Every \$5 subscribed in Hongkong means an addition of £1 to the Fund.

actionary elements, many of the so-called followers have failed to render the support desired, while there has been a lack of unity of thought as well as of action.

He goes on to say that strictly speaking it is wrong for any member of the Party to say that he is a "Moderate" or a "Leftist." There should be no "Left" and "Right" Wing in the Party. If the Kuomintang and the Government it has established are to put the country's house in order, it is essential that all members of the party should give their loyal support to the leaders.

Class War.

Marshal Chiang goes on to say that the object of the doctrine of the Kuomintang founder, the late Dr. Sun Yat-sen, was to secure representation of all classes of the people by the Party, while it is and has always been the foremost purpose of the Party leaders to protect and work for the welfare of all classes.

"There must be no class wars in our country. It is wrong to attack the small or big capitalists on the one hand and blindly to put stress on the interests of labourers and peasants before everything else. Wrong interpretation of the Party doctrine has been the sole cause of the frequent dissensions and controversies among the Party members."

The Hunan Affair.

Marshal Chiang referred to the unsatisfactory state of affairs in Hunan. He describes the affair as an attempt by a group of militarists to seize control of the government revenue and the vast territories of the two Hu Provinces, involving total disregard of the orders of the Central Government, and the attempt to strengthen their position by resort to force of arms.

Concluding he says that to effect unity of action among the

HSIN WAH WRECK TRAGEDY.

CHINA MERCHANTS STAND ON PRECEDENT.

NO COMPENSATION.

As the result of prolonged deliberation, says a Shanghai message, an announcement has been made by the China Merchants Steam Navigation Company that no claims for compensation by the families of those who went down with the company's ill-fated s.s. Hsin Wah off Waiwan Lighthouse, Hongkong, several weeks ago, will be entertained.

The tragedy was one of the worst occurring on the China coast in recent years, there being less than thirty survivors of over 400 on board, and this in spite of the fact that there was an hour's interval between the striking and sinking.

The decision was announced on Monday, the Company issuing a statement to the effect that the China Merchants had decided to maintain the same attitude as that adopted by other shipping companies, namely, that they will not hold themselves responsible for losses suffered as a result of the sinking of ships.

This being the case, all claims for compensation will be rejected, the statement adds.

The claimants, it is understood, are far from satisfied with this decision, and it is proposed to hold a meeting to discuss the matter.

AMERICAN FLOODS MORE SERIOUS.

THOUSANDS OF PEOPLE NOW MAROONED.

BREAD FROM THE SKY.

New York, Mar. 15.

The very heavy rains in the south have continued and very serious floods have occurred. The waters are still rising and it is feared that the situation will develop critically.

Five States, Alabama, Georgia, Nebraska, Iowa and Illinois are suffering from the deluge, but the damage in Alabama is the most severe.

A message from Montgomery, Alabama, states that five towns in the State are inundated, and thousands of acres of crops have been ruined.

Montomery and Brewton are two cities which have suffered the worst. At Brewton, ten thousand people are reported to be in danger as they are without food supplies. Four thousand people have been cut off at Elba since Thursday.

It is impossible at the present time to estimate the number of dead and injured as communications have been cut off.

Seaplanes are dropping bread for the marooned populace, while in some areas National Guardsmen and the coastguards are attempting rescue by means of motorboats.—*Reuter's American Service*.

WORLD LAND SPEED RECORD.

KAYE DON GETTING READY FOR NEXT YEAR.

London, Mar. 15.

It is learned that Kaye Don, the well-known racing motorist, will make an attempt to beat the world motor speed record of 231.36 miles an hour set up by Major H. O. D. Segrave, of Great Britain, at Daytona.

The attempt will not be made until next year. Kaye Don is having a car built which he hopes will reach a speed of at least 260 miles an hour. He will make his effort on the same course.—*British Wireless*.

Kuomintang members there must be unity of thought and belief. To preserve the unification of China it is of cardinal importance that all local governments should respect and obey orders that may be issued by the Central Authorities in Nanking. He asks the Congress to work for sincere cooperation of both.

Bulls and Inners

From the Office Butts.

A. D. C. Slogan:—Aid Distress. Advice to the Chamber of Commerce:—Cassia oil, on troubled waters.

Perhaps the reason why Hongkong police lost the revolver contest in Shanghai was that they missed the Bulls and Inners.

A millionaire who recently died left his valet \$1,000. Happy Valet!

Thus the *China Mail* in commenting on Sir Sidney Barton's transfer to Abyssinia:—"It must be very many years since a member of the diplomatic service, to say nothing of the consular service, left either service to become an Envoy Extraordinary and Minister Plenipotentiary." Yans; we think so!

An Aberdonian has invented a process whereby left-over noodles can be converted into confetti.

Now definition:—"Evidence" is that portion of legal proceedings which comes between the Judge's jokes.

The fact that Hongkong has no commercial aeroplanes seems to put our new Director of Air Services into a bit of a Hople.

"Really first-class servants are harder than ever to get," says a local lady. The hire the fewer!

Politicians at Geneva have been discussing the meaning of "Work." They should have been on our staff last Monday.

"Arché."—One way of combining business with pleasure is to cinema film. A chance for fans wear spats with plus fours.

"Housewives' Note:—A woman recently won a thrift competition China are having their revolution at Surbiton by making a boy's tions.

Auntie Caustic, she says:—"If a man is nervous at the end of a Peak in his pyjamas on his way into it over nothing.

You may tell a girl that she's becoming, but don't tell her what.

Looks as if woman will hand the building construction are due to safety razor down to posterity.

A local doctor this week so far however, in the share market.

forgot himself as to write a prescription so legibly that his patient was able to read it and in Hongkong without a hawkers' treated for.

"Income Tax Returns," says a parents-in-law for the first time, newspaper heading. No, no, this was struck with an iron bar by his mother-in-law and shot at by his father-in-law. It's just possible he is beginning to believe he says it's easy to talk yourself out married into the wrong family, of influenza. Flu-went conversation?

"Reader:—(1) Any jeweller will tell you what your birthstone is; (2) MacWhirter, he says Siam which can travel on land as fast as a man walking slowly. In fact they have been known to overtake him.

During the week, Mussolini stated:—"I have greeted 60,000 audiences, and I have interested myself in 1,837,112 questions." The Duce he has!

These weather lectures are all right but what is most required at the moment is a really good water diviner.

We were reminded the other evening that the mango season is here, and incidentally, that a leading local resident is due for the C.M.G.—Champion Mango Gormandiser!

Reference to obstruction in the of a big new plant, the Green Japanese Diet conveys a suggestion of internal disorders.



SPIRITUALIST:—Mrs. Smith, your dead husband commands you to go home.

MRS. SMITH:—Commands? That is not my husband.

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The report that a Kowloon hostess has given a perfectly ordinary dinner party is indignantly denied.

There seems some doubt as to whether the promoters of the Channel Tunnel would be able to make both ends meet.

"Wolf Fangs" is the title of a new business with pleasure is to cinema film. A chance for fans wear spats with plus fours.

The Bateman cartoon has yet to be drawn depicting the insurance man hurrying down the Peak in his pyjamas on his way into it over nothing.

Nowadays some folk think that home is a place where they can pick up chicken in their fingers.

One-third of the accidents in building construction are due to falling objects, says a statistician. The rule applies 100 per cent.

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The Great New Hit of the Season
"MY INSPIRATION IS YOU."
 Columbia Records
 No. 5024 Fox. Trot.
 The Anderson Music Co., Ltd.

SPECIAL VALUE
 IN
COTTON VESTS
THREE FOR \$1.00
YEE SANG FAT.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"
Oil Varnish Stains

Oaks—Walnut
 Mahogany—Satinwood
 Rosewood—Ebony Black

Can be applied by anyone.
 Always reliable, never sticky.
 Non-poisonous and Durable.

AGENTS:—
S. C. LAY & CO.
 Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
 SHANGHAI. HONGKONG.

A COUNTER CLAIM.

MR. BREWER SUES MR. R. SIMMONS.

Allegations that Mr. R. Simmons, of No. 4, Century Crescent, had during his wife's absence invited girls to the house after whose visit articles belonging to Mrs. Brewer were found to be missing, were made in the Summary Court yesterday afternoon before the Puisne Judge (Mr. Justice Wood) by Mr. N. Instone Brewer, the President of the Instone Banking Corporation.

Mr. Brewer made the allegations in presenting a counterclaim to the successful action recently brought against him for rent by Mr. Simmons, when Mr. Simmons was awarded judgment for \$375. When Mr. Simmons' case was heard, his Lordship decided to hear the counterclaim separately, and that this course should not have been followed was one of the grounds upon which Mr. Brewer went before the Full Court on Wednesday for leave to appeal against the judgment, when leave was refused.

The case is being heard by a jury composed of the following: Mr. A. Ritchie (foreman), Mr. W. B. Marshall and Mr. H. M. Xavier.

Mr. Brewer is conducting his own case, and Mr. D. L. Strellett is appearing for Mr. Simmons.

Three Claims.

Mr. Brewer counterclaimed on three grounds. He claimed the sum of \$268.75 in respect of personal property stolen from No. 4, Century Crescent, on or about June 11, 1928, by reason of Mr. Simmons' negligence and by his breach of duty as a boarding house keeper to take reasonable care for the safety of property brought into the house. A second claim was for \$375 as damages in that Mr. Simmons did, by threats, promises and actions, compel Mr. and Mrs. Brewer to vacate the premises on June 30 without the notice to which they were entitled. The third claim was for \$350 for trespass. Mr. Brewer alleged that Mr. Simmons, on or about June 11, unknown to Mr. and Mrs. Brewer, invited sundry persons to make use of Mr. and Mrs. Brewer's bedroom and bathroom and to make use of their property.

In outlining his case, Mr. Brewer addressed the jury at considerable length, tracing the history of events from March 1, 1928, when he and his wife became lodgers until June 30, when they left. He explained that Mrs. Simmons left the Colony in March, 1928, and did not return until last December.

Articles Missed.

On June 10, Mr. and Mrs. Brewer went to Canton and returned on the following day. Subsequently, articles of clothing and a string of imitation pearls, belonging to Mrs. Brewer, were missed and when Mr. Simmons was informed, he blamed the boys. Mr. Simmons admitted that he had had three girls at the house to play tennis but he said so in such a manner that Mr. Brewer did not connect the two incidents. The boys' quarters were searched, but nothing was found and the matter was placed in the hands of the police.

From information obtained from the servants by the police, a search warrant was obtained and, accompanied by Mrs. Brewer, a house was searched where two of Mr. Simmons' guests were living. There, Mrs. Brewer recognised an imitation flower of hers, which she did not know had been stolen.

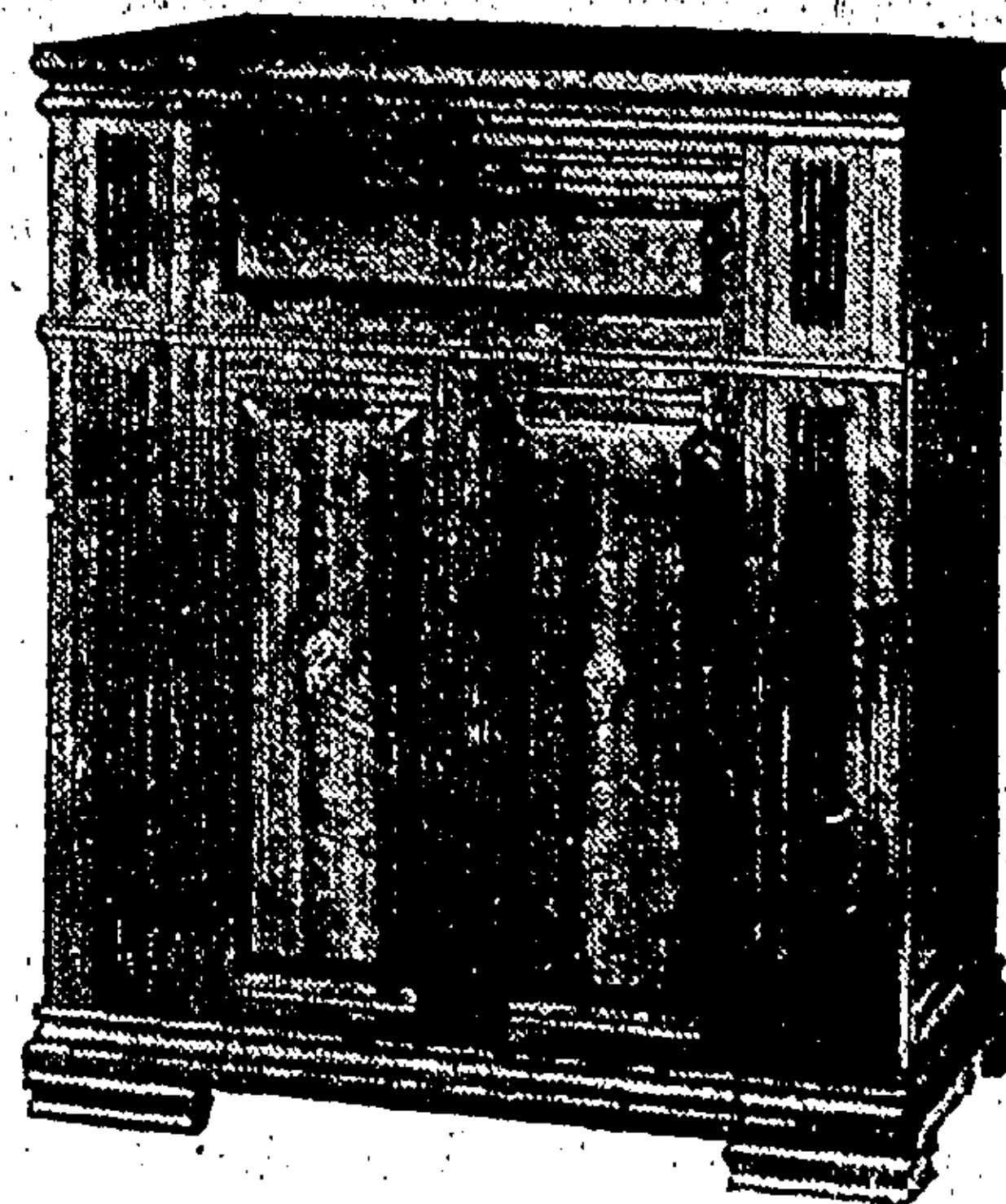
"Shame-Faced."

After the search, continued Mr. Brewer, Mr. Simmons tried to get them out of the house. "Mr. Simmons is a gentleman, and now he is naturally rather shame-faced as he has brought into public what he would naturally desire to keep private. He sometimes ab-

sented himself from meals and, no doubt, felt his position keenly." He pretended to make an agreement, continued Mr. Brewer, which was that Mr. and Mrs. Brewer should leave the house at the end of June and everything

Model 10-35. The Automatic Orthophonic Victrola. The musical instrument that millions have waited for. An investment in happiness for today and the years to come.

Price
\$750.00
 Nett.



MILLIONS

have waited for this announcement

People said: "Give us a Victrola of Orthophonic quality—and one which will change its own records, and we will buy."

And here it is: A brand-new type Automatic Victrola, at a price within the reach of the average home. A dream of Victor technical men come true. New as tomorrow's newspaper. New in principle. New in design. New in scope. In the judgment of many, it is the most desirable musical instrument in the world!

Not a clumsy contraption, but a simple mechanism that performs operations that

human hands alone might be expected to do. Not only does it change its own records, but it plays as long as you say—hours or days or weeks, if you wish. You simply see that it is supplied with records, press a button . . . and the Victor mechanism does the rest.

This instrument is in a cabinet of consummate charm . . . not only a superb musical instrument, but a piece of furniture that is a delight to live with, day after day. But, words cannot give you the picture. You must see it . . . hear it. Your own most extravagant phrases will not be an exaggeration. Your dealer is ready to show you.

S. MOUTRIE & CO., LTD.,

(Victor Distributors).

Chater Road.

The Automatic Orthophonic

Victrola

Protect Yourself!
 Only the Victor Company makes
 Orthophonic Victrolas



VICTOR TALKING MACHINE CO.
 CAMDEN, NEW JERSEY, U. S. A.

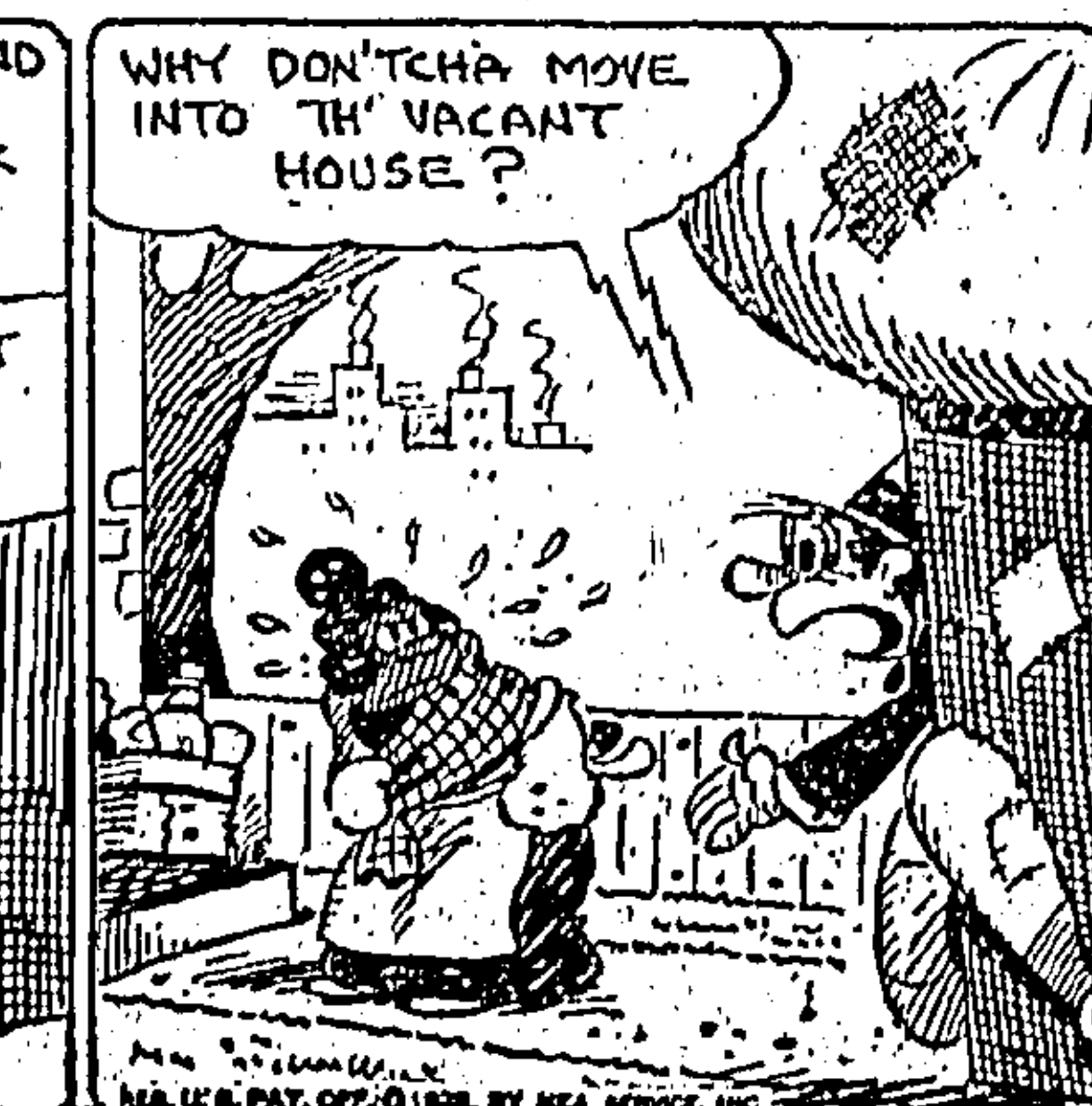
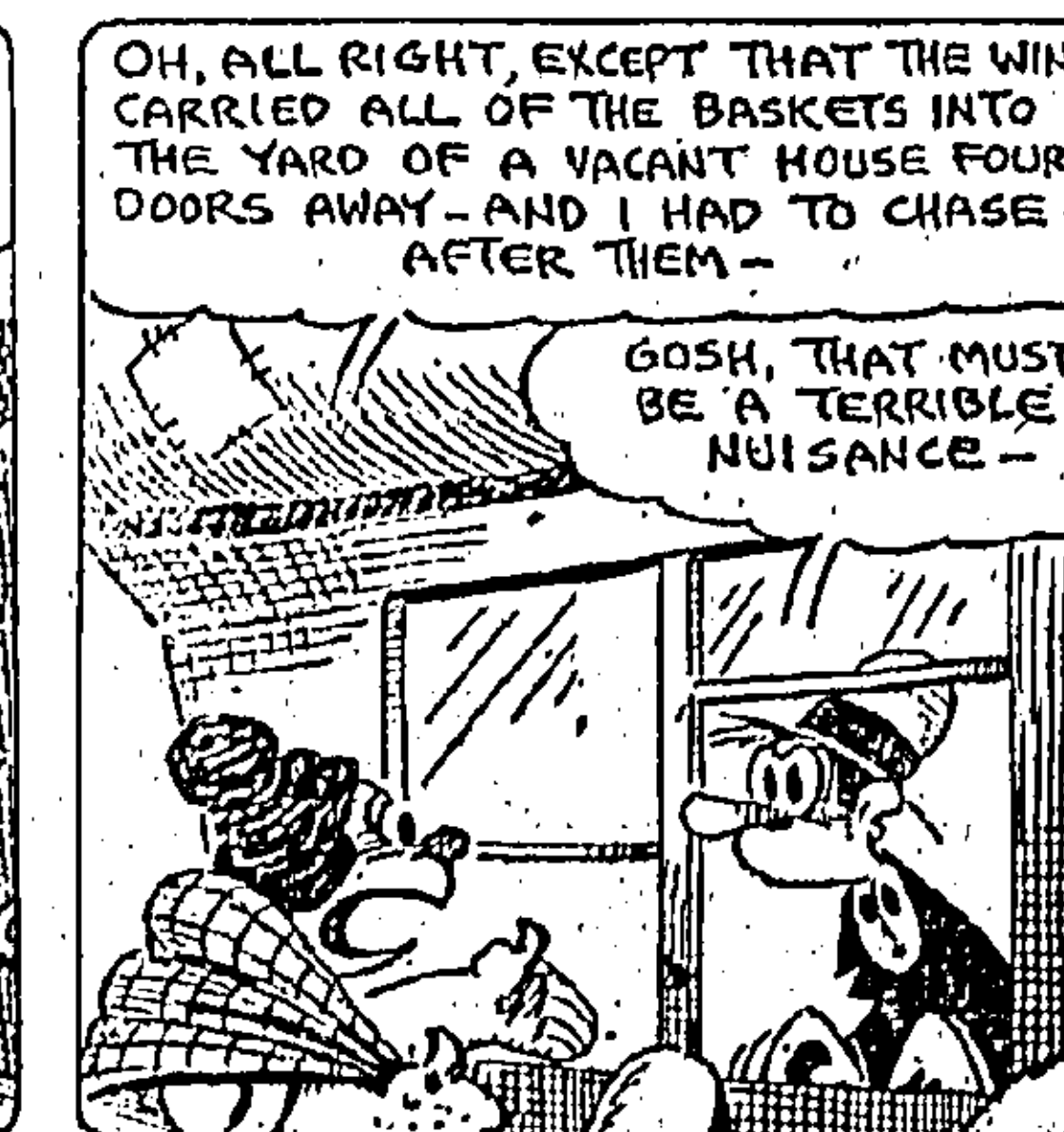
This trade-mark identifies the Orthophonic

In any climate



Children thrive well if nourished by **SCOTT'S Emulsion** which enriches the blood and prevents childhood ailments. Ask for **SCOTT'S Emulsion**

SALESMAN SAM



Not a Bad Idea

By Small

Last Week of SINCERE'S SALE

Still a Lot of Bargains Waiting for
Your Inspection.

COME AT ONCE AND SEE

THE BEST SALE
IN TOWN.

G.E.C. GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Roding on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,340 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductor, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country, and affording a cheap supply of electric power in all districts.

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THE HOTEL FIRE INQUIRY.

INQUEST ON THE BODY OF
MR. WOODS.

BRIEF EVIDENCE.

"This inquiry is into the death of Mr. William Woods. You will return a verdict upon that, but I shall extend that inquiry to cover the whole question of the fire at the King Edward Hotel—as far as possible its causes, history, the point of view, also of construction and Fire Brigade questions. Anything that arises from that for the public benefit you, gentlemen of the jury, will deal with in the form of riders," said Mr. E. W. Hamilton yesterday when opening the inquiry into the King Edward Hotel disaster.

Public interest in the proceedings was evidenced by the large number of spectators, both European and Chinese, who were present.

The following jury was empanelled: Mr. N. S. Brown (foreman), Mr. C. Little, and Mr. L. C. F. Bellamy.

One of those summoned to serve on the jury was Mr. John Fleming, who asked to be exempted on the ground that he was a director of the China Land Investment Company, the owners of the building of the King Edward Hotel. "I am the holder of 80,000 shares in that Company, the capital of which is \$275,000 or thereabouts," he said.

The Coroner said that under those circumstances, he would take the responsibility of discharging Mr. Fleming from service.

Mr. N. S. Brown then asked whether the inquiry was into the death of Mr. Woods or into the whole fire.

Scope of the Inquiry.

The Coroner: The position is this. This inquiry is into the death of Mr. William Woods. You will return a verdict upon that, but I shall extend that inquiry to cover the whole question of the fire at the King Edward Hotel—as far as possible its causes, its history, the point of view also of construction questions, and Fire Brigade questions. Anything that arises from that for the public benefit you, gentlemen of the jury, will deal with in the form of riders.

Mr. Brown: "I should like to point out that as a representative of several large fire insurance companies, I am very interested from the point of view of the insurance. I want to make that point clear."

The Coroner said he felt sure that that question would not weigh very heavily with Mr. Brown, adding that the inquiry was not a judicial one, and that the jury would make recommendations after the whole inquiry was completed.

Expression of Regret.

Mr. Leo d'Almada e Castro, Jr. (instructed by Mr. Leo d'Almada e Castro, Snr.) appeared to watch the proceedings on behalf of the proprietors of the King Edward Hotel; Mr. Hin-shing Lo, (instructed by Mr. Leo d'Almada, Snr.), appeared for Mr. J. W. H. C. Lee, of Messrs. Wilkinson and Grist, for the China Land Investment Company, owners of the building.

At the outset, Mr. Leo d'Almada e Castro, Jr., said "I have been instructed by the proprietors of the King Edward Hotel to take this very first public opportunity on their behalf to express their very great regret at the unfortunate occurrence of last Monday morning in which Mr. William Woods lost his life, and to express their very deepest sympathy with the relatives of the deceased. This sympathy they also take this opportunity to express to the relatives of the other unfortunate people who lost their lives in this occurrence; Mr. and Mrs. Robson, Mr. E. Seth, Mr. Kish, (and in this regard sympathy is also expressed to the American Navy), Mr. Baile, Mr. Cheung Hoi-kang, (the Secretary of General Chan), Mrs. Taut Kan-shui, Dr. Wong Kwong-leung, and Leung Kwan. The proprietors also wish to extend their sympathy to General and Madame Chan, Mr. Andrew Piccoli, Mr. T. Chat, and Mr. Ng Jor-yn who received injuries as a result of the fire."

Only Formal Evidence.

Mr. Hin-shing Lo: "I associate myself with the message of sympathy expressed by my friend on behalf of Mr. W. H. C. Lee."

Mr. Leo d'Almada, Jr.: "If I may add another word. The proprietors also wish to thank the Fire Brigade for the very gallant efforts on the morning of the fire, also the civilians who helped the firemen in their work."

The Coroner: "I am afraid this inquiry will take a considerable amount of time. I propose this afternoon to take evidence of the

CURBAN SUGAR.

HUGE LOSSES CAUSED
BY CANE FIRES.

Havana, Mar. 15.
The sugar crop at Violeto has been reduced to 75,000 bags by cane fires, which already have destroyed 32,500,000 pounds of cane, large areas of the cane destroyed belonging to the United Fruit properties at Oriente.

A cane cutter at Camagney has been arrested and charged with starting a fire which has partly destroyed a plantation there.

Cattle ranchers have suffered thousands of dollars loss.

Cessation of the destruction is unlikely until rain falls.—*Reuter's American Service.*

finding of the body, transference of the body to the Mortuary, identification, and medical evidence. Then I propose we should adjourn to view the premises of the King Edward Hotel as far as we can."

Finding of the Body.

The first witness was Lance Sergeant F. W. Allen, who was on duty near the Government offices in Lower Albert Road. He stated that at about 3 o'clock he heard police whistles sounded from the direction of the fire.

After the fire was got under control, he was assisting on the top floor of the Savoy Hotel. He entered through a hole knocked through the party wall and got on to the verandah of the King Edward on the Ice House Street side.

He walked to the end of the verandah and found a body with the feet turned towards the verandah, the position suggesting to him that the deceased had held on to the parapet of the verandah and had then fallen backwards. Witness communicated with Sub-Inspector J. S. Dick.

Sub-Inspector Dick was then called and spoke of having notified Mr. Moss of the Fire Department of the finding of the body.

Mr. G. C. Moss, Station Officer of the Fire Department gave it as his opinion that from the position of the body it would appear that the deceased was hiding for protection from the flames between a door and the partition between the King Edward and Savoy Hotel.

Muscles Badly Charred.

Sanitary Inspector Frith was the next witness called and spoke of removing the body to the Public Mortuary.

Dr. A. Cannon, Medical Officer in charge of the Victoria Mortuary, stated that he performed a post mortem examination on a body which he personally was not able to identify as either European or Chinese as it was burned to the extent of the fifth degree; explaining by that, that the muscles were very badly charred.

Witness said that Inspector A. Nicoll stated at the Mortuary in his presence that without any reasonable doubt he could identify the body as that of Mr. Woods of Australia.

In witness' opinion, the primary cause of death was that of burning and the secondary cause was shock and asphyxia. It was not possible to form an opinion as to the general physical condition of the body owing to the state of the burns.

The Coroner: "Did anyone else identify the body in your presence besides Inspector Nicoll?"

Witness: No.

In reply to another question by the Coroner, witness said that it was probable that if asphyxia was not complete before burning, unconsciousness was.

Adjourned Until Monday.

Sub-Inspector A. Nicoll was then called. He said that on March 11 he was present at the fire and saw a body in a dead box outside the Savoy Hotel in Chater Road. He then formed the opinion that it was a very tall man and added that the box made a tight fit. The body was then wrapped in a blanket.

Subsequently witness saw the body at the public mortuary where he formed the definite opinion that it was that of Mr. William Woods. Witness stated that the last time he saw Mr. Woods was on the morning of the 7th when he met the latter in Connaught Road Central. The deceased, added witness, was about six feet three inches in height.

The Coroner then adjourned the proceedings for ten minutes, during which time he held a consultation in his Chambers with the members of the jury. On the court resuming, Mr. Hamilton announced that the jury would view the premises and that the proceedings would be resumed on Monday afternoon at 2.15.

"For the information of everybody," said Mr. Hamilton, "the sitting of this inquiry will take place on Mondays, Wednesdays and Thursdays at 2.15 and we shall probably sit till five o'clock. That will be the routine for the next two weeks unless we are too far behind."

WORLD CHANGES.

DR. MOTT ON THE EAST
AND THE WEST.

Members of the League of Good Fellowship were entertained at a ten party given by the Euro-American Returned Students Association at the Hongkong Hotel yesterday afternoon, at which Dr. John R. Mott, internationally known for his work as Secretary of the National Council of the Y.M.C.A. in America, was the guest of honour. A widely travelled man, Dr. Mott had given much thought and attention to the problem of international relations, and his address was heard with appreciation by the large gathering.

Mr. Y. P. Law, President of the Returned Students Association, presided over the function, and in extending a welcome to their guest of honour, expressed their appreciation of his presence, and also the hope that the example set by Dr. Mott, in its being so encouraging to their young Society, would be followed by many others no less famous than himself.

A Former Visit.

Replying, Dr. Mott said he felt much at home amongst the gathering comprising, as it did, many old friends and representatives of those whom he had met in different parts of the world. He found himself instantly in touch with them and responsive to the great objects for which they sought.

His first visit to this Colony was made 33 years ago, and speaking of the changes that had occurred since, Dr. Mott compared them with the conditions of other big centres, seeing in these conditions tendencies working in the law of progress, or at times what amounted to the law of retrogression. Constantly moving about the world as he did, it had enabled him to observe with a more discerning eye the traits of those with whom he came in contact.

His observations had led him to form the conclusion that they were living in a very dangerous moment, with much that made for dissension amongst the nations through ruthless competition—commercial, economic, imperialistic, and little that contributed to personal and social service. Factors standing in the way of mutual understanding would always occur, and they had occurred in places where least expected, as for instance in the relations between England and India, between the United States and the Philippines, between the United States and Japan, between Japan and China and between England and Japan.

Recent Changes.

Since his last journey round the world he had become aware of the marked lowering of the prestige of the Western nations, a change which one naturally preferred not to see, but which could not be ignored by those who wanted to see things as they were.

He likewise found that there was great dissatisfaction with the treaties upon which had to be based the external relations of each country, but stated that this dissatisfaction was also common as between one European country and another. He found points of friction in the relations of these European countries; and quoted the words of an Ambassador who, in recounting the lack of stability, spoke of one country as oscillating between fear and cupidity in its external dealings.

When two races were thrown against each other, when the worst was drawn out of each race, it was then that they needed superhuman guidance and strength to lift them from what must be comparable to the deepest depths of hell. He wished, to be remembered as having said it, that in the conditions as they were presented to-day, there was room for hopefulness; as it was his opinion, formed from an experience gained by close observation, that the factors working to-day to draw the peoples together far transcended in power and promise the factors which tended to divide. And this was

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DISASTROUS FIRE.

THOUSAND HOUSES BURNED
AT ISIOKA.

because, whereas the former worked by design the latter merely drifted unconsciously.

The speaker dealt with the work of the League of Nations, and that of similar political machinery, as factors which he referred to as working by design; and closed with an inspiring note on the work of the Y.M.C.A.

At the conclusion of his address, Dr. Mott was thanked by Mr. Y. P. Law on behalf of those present, while Dr. E. W. Kirk, as President of the League of Good Fellowship, also spoke on behalf of his Society.

Tokyo, Mar. 15.
Over 1,000 buildings were gutted, including two banks, two schools, a cinema and other public buildings, in a fire which broke out at midnight at Isiooka, 50 miles north east of Tokyo. Several thousand people have been rendered homeless but there have been no casualties.—*Reuter.*

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344, 363, 371, 374, 376, 381
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455, 461, 462, 465, 474, 476
486

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TO LET.—A Spacious and Well-Lighted Godown, 161, Praya East. Apply—Gander, Price & Co., Ltd.

TO LET.—From 15th May to 30th November, No. 233, Peak, Five roomed house fully furnished, with three modern Bathrooms, Garden, 8 minutes rickshaw from Tram and on Motor Road. Apply John Fleming, care of Lowe, Bingham and Matthews.

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New Advertisements

NOTICE.

Mr. E. F. Ronald Sample, A.R.I.B.A., Senior Partner in the Firm of Denison Ram and Gibbs, Architects, Civil Engineers and Surveyors, has qualified for election as a Fellow of the Royal Institute of British Architects and was duly raised to Fellowship on the 4th February, 1929, by the Council of the Royal Institute.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2, Queen's Building, Hongkong, on WEDNESDAY, 27th March, 1929, at NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1928.

The Share Register and Transfer Books will be closed from the 19th to the 27th March, 1929, (both days inclusive).

By Order of the Board of Directors,

R. M. DYER,

Chief Manager.

Hongkong, 13th March, 1929.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Fortieth Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Friday, 22nd March, 1929, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1928, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 11th March, 1929, to 22nd March, 1929, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 1st March, 1929.

THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS. The Sixtieth Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Tuesday, the 26th March, 1929, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1928.

The share Register and Transfer Books will be closed from the 12th to the 26th March, 1929, both days inclusive.

JARDINE MATHESON & CO., LTD.

General Managers. The Hongkong Fire Insurance Co., Ltd.

Hongkong, 5th March, 1929.

HONGKONG CLUB.

NOTICE.

The First Yearly Drawing of 20 Debentures, (1928 Issue—\$500 each) of the Hongkong Club, Payable on MONDAY, the 30th September, 1929, will be held in the Club House at 11 o'clock, a.m., on THURSDAY, the 21st March, 1929.

Bearers of Debentures are invited to attend the Drawing.

By Order,

T. A. ROBERTSON,

Lieut. Col.,

Secretary.

Hongkong, 6th March, 1929.

CHURCH NOTICES.

To-morrow the Fifth Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, March 17th, 1929, 5th Sunday in Lent. Holy Communion 8 a.m. Children's Service 11 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean, Subject: "Petition and Penitence." Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. H. V. Koop, Subject: "The Christian at Prayer." Wednesday Evensong at 5.30 p.m. Address by Rev. F. Freeman R.N.

Union Church, Kennedy Road, Sunday, 17th March, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "Super-Victory." Hymns 344, 769, 239, 297. Evensong Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "Detection." Hymns 85, 162, 570, 544, 681. After the evening service the Fellowship Hour for Servicemen. 7 p.m.

Wesleyan Methodist Church, Queen's Road East, Sunday Services, Morning 10.15 a.m. Preacher: Rev. Frank Short. Evening: Preacher: Rev. J. C. Knight Anstey, Subject: "Taking Cover." Sunday School 3 p.m. Sailors and Soldiers Home Praya East, Sunday 3 p.m. Men's Bible Class 8.15 p.m. Service Men's Social Hour, Wednesday 8.15 p.m. Gospel Meeting for Servicemen.

St. Andrew's Church, Kowloon, Sunday, March 17th, 5th Sunday in Lent. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. 11 a.m. Morning Prayer and Sermon. Confirmation Service. Preacher, The Rev. the Bishop of Victoria. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Vicar.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road and Duddell Street. Subject "The Power of Choice," by Pastor L. W. Shaw, Sunday night March 17th 8.00 p.m. Every one welcome.

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The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 18th March, 1929, commencing at 2.30 p.m. at No. 26, The Peak, Bishop Lodge. A Quantity of Valuable Household Furniture, comprising:—

Hatstand, Large Armchairs, Curtains, Carpets, Ornaments, Table Fans, Victrola and Records, Record Cabinet, etc., etc. Teak dining Table, Dining Chairs, Teak Sideboard, Teak Dinner Wagon, Silver and E. P. Ware, Crockery, Cutlery, Glasses, etc., etc. Teak Dressing Table, Teak Chest of Drawers, Teak Tilted Top Washstand, Clothes, Linen Cupboard, etc., etc. also

A Few Pieces of Blackwood Ware and A Fine Collection of English and Australian Roses in Pots (Furniture by Lane, Crawford, Ltd.)

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Terms:—Cash on Delivery.

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Old Porcelain Vases, Bowls, Plate, Jade, Agate, Amber and Coral Ornaments, Lacquer and Blackwood Ware, Embroidered Mandarin Coats, Embroidered Hangings, Chinese Hand Paintings, etc., etc.

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NEW YORK STOCK EXCHANGE.

CABLED QUOTATIONS OF AMERICAN STOCKS.

The following quotations as at the close of the market yesterday have been received from their correspondents, Messrs. Hayden, Stone and Co., of New York by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, (cable address "Swanstock") who are not responsible for cable mutilations. These quotations are subject to confirmation:

Chrysler Corp (Common) ... 111
Eastman Kodak (Common) ... 184
General Motors (Commons) ... 89
Goodrich (B.F.) ... 96
Grubbs Consolidated ... 92
International Cement (Common) ... 94
International Products Corp (Common) ... 91
Liggett & Meyers "B" ... 91
Madison Square Garden (Common) ... 83
Missouri Pacific (Common) ... 58
Nevada Consolidated Copper Nevada Corporation of America (Common) ... 538
Southern Pacific ... 130
United States Leather "A" ... 50
Vacuum Oil ... 128
* Missing.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 550 metres.

1.48 p.m. Weather Report.

6.30-6.50 p.m. Programme of Chinese Music. (Records supplied through the courtesy of Messrs. Sincere Co., Ltd.)

7.48 p.m. Evening Weather Report.

8 p.m. Evening Programme. (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.)

"Diane" (Rapee and Lollack)

"Melody" (Shaw)

Organ Solo, Patman.

Dance Music.

8.30 p.m. "Lilac Time" (Ross and Schubert)

Vocal Gems

Columbia Light Opera Company.

Dance Music.

9 p.m. "The Yeoman of the Guard," (Gilbert and Sullivan)

Vocal Gems

Columbia Light Opera Company.

Dance Music.

9.45 p.m. "Hit the Deck" Selection.

London Hippodrome Orchestra.

Dance Music.

10.10 p.m. News Bulletin.

"Scottish Melody," One Step,

"American Melody," One Step,

Delroy Somers Band.

Dance Music.

10.30 p.m. Close Down.

BRAVEST DEED OF THE YEAR.

BOY RESCUED FROM SHARK'S JAWS.

The Royal Humane Society has awarded the Stanhope Gold Medal for the Bravest Deed of the Year to Mr. Andre Muller Heyns, aged 39, a farmer of Mounthope, South Africa, for going to the rescue of a youth who had been seized by a shark.

In the official account of the deed it was stated that on December 28, 1927, Mr. Andre Heyns was bathing in about five feet of water at Little Brack Beach, Mossel Bay, South Africa.

There were other bathers in the water, among them being several children, Mr. Ockardus H. Heyns, a student, aged 17, of the same name, but no relation of Mr. Andre Heyns, and Mr. W. A. Gericke.

"Suddenly," the report continued, "Mr. Gericke noticed a dark object approaching Ockardus Heyns. He gave a shout of warning, and Ockardus, noticing the shadow as well, began swimming towards the shore. But it was too late.

Dragged Out to Sea. "To everybody's horror, the shark was seen to seize Ockardus and drag him some distance out to sea, where he was out of his depth. Mr. Gericke saw the water turn red and hastened ashore to get a life-line.

"Mr. A. M. Heyns, however, went straight to the rescue and never hesitated. Although the monster was still circling slowly round the blood-stained patch of water, although absolutely exhausted by his efforts, he dragged Ockardus into shallower water and carried him ashore, where it was found that the youth's left leg had been bitten off above the knee and his right foot completely crushed.

"He was hurried to Mossel Bay Hospital, but died the same night. "The shark, which was afterwards caught and killed by local fishermen, was 14ft. 7in. long and weighed 1,675lb. Mr. Heyns' heroism was officially brought to the notice of the Society by the City of Cape Town."

JUDGE AND THE POLICE

STRONG CRITICISM OF THEIR METHODS.

Strong comments were made by Mr. Justice McCardie at the Old Bailey recently in his summing-up to the jury in the case in which Joseph Ashfield Richardson, aged 56, a Bow-street (London) solicitor, was alleged to have attempted to "buy off" a prosecution.

Richardson was found not guilty and discharged. The allegation of the prosecution was that Richardson offered a £50 note to Mr. J. S. Winkworth, also a solicitor, on the understanding that he would fail to pick out a man named Williams or Sinclair at an identification parade in connection with the alleged theft of Winkworth's motor-car.

Mr. Justice McCardie pointed out that the case was of importance not only to Richardson but to the legal profession and to the public. He referred to questions raised during the hearing of the withdrawal of prosecutions, and added, "I know of no more difficult or uncertain branch of the law. I do not, however, wish for a moment to discourage withdrawals. It may often be right if a prosecution feels that a man ought not to remain in the dock, or under the cloud of a criminal charge, to withdraw the prosecution."

"Deplorable."

Dealing with the luncheon party at a City restaurant, after the arrest of Williams, Mr. Justice McCardie said that it had been rightly described as an unusual one. There was the man who was alleged to have, practically speaking, stolen a car, the detective who arrested him, the man from whom the car had been stolen, and a solicitor.

"There they were, a luncheon party," he said, "eating drinking, and smoking together for the space of probably two hours. To my mind it is a most deplorable incident. Just imagine a prosecutor, for example, stepping into the witness-box next morning in order to give, in the interests of justice, the absolute truth, and he sees in the dock before him a man who may have been providing him with drinks and smoking the afternoon before.

"I do not desire to minimise in any way the importance of absolute courtesy from police officers and detectives towards people they arrest. They ought to be courteous, they ought to show a reasonable consideration, and if food is necessary, whether from a restaurant or elsewhere, the arrested man should have it. What I feel to be unfortunate in this case is this prolonged sitting and smoking."

Mr. Justice McCardie criticised the method of procedure leading up to the charge being made against Richardson. There seemed to have been, he said, a pre-conceived unfortunate arrangement.

ANOTHER MOUNTAIN CRUMBLING.

ROCKS CRASH THROUGH SWISS VILLAGE.

Geneva, Feb. 12.

Another Swiss village is threatened with destruction through the crumbling away of an overhanging mountain. St. Nicolas, the ill-fated village in question, is situated in the valley of the same name between Zermatt and Stalden, and is dominated by the Freidrichhorn on the east and the Rothorn on the west. The village is so completely shut in by mountains that for weeks in mid-winter the sun never reaches it.

Yesterday the landslide was more serious than previous ones which have occurred. Huge boulders suddenly became detached from the main body of the mountain, and rolled down with terrific speed and a noise like thunder, crashing through outlying parts of the village and completely demolishing in a single moment several barns, cow-sheds, and other farm buildings, one peasant woman, tending cattle at the time, having a miraculous escape.

The authorities immediately sent engineers to the spot, and they report the entire village to be in danger owing to the probability of fresh landslides. The villagers have been ordered to make preparations to evacuate. St. Nicolas was the scene of a terrible visitation in 1743, when an avalanche of snow suddenly overwhelmed it, wiping out the majority of the inhabitants. The time-honoured story has it that only the bell of the church remained standing after the disaster, and that the bell tolled throughout the whole of the tragic night.

During the past autumn villages in the valley of the Ticino and the St. Gotthard railway have been in danger from the crumbling away of Monte Arbindo.

NEW TELEPHONES.

SERVICE BETWEEN HAMBURG AND MANCHESTER.

An occasional correspondent sends us the following communication from Manchester:

The recent installation of wireless telephony between London and New York—which has already been successfully used in connection with financial and commercial transactions of considerable magnitude—vividly illustrates the great importance that may be claimed for such international telephone services where matters of trade and traffic are concerned.

Telephonic communication between Germany and the United Kingdom as it is at present constituted, although not yet carried out by means of wireless, is nevertheless vastly superior to the existing telegraphic service between the two countries. In this connection it is interesting to note that, prior to the war, telegrams from Liverpool to the German cotton exchanges were forwarded via New York, the reason being that the direct wire, during the hours mostly concerned, was generally crowded with other messages, whereas the New York cable was comparatively little used during the early morning hours. At present there is every sign of the Anglo-German telephone cable service being employed to a constantly growing extent.

In order, however, to still further popularise the telephone service between Manchester and the Continent, Sir Percy Woodhouse, the Chairman of the Manchester Chamber of Commerce, recently gave expression to his desire to carry on an official telephonic conversation with the President of the Hamburg Chamber of Commerce. This conversation has now taken place. Numerous members of the Manchester and Hamburg Chambers of Commerce were given opportunities of listening to the conversation over their own telephones. It was shown that the messages exchanged were transmitted and received with perfect clearness.

Co-operation Needed.

Sir Percy, in his message, emphasised the importance of international co-operation and pointed out that Germany had always been an excellent customer of Great Britain. He expressed the desire that this might continue to be the case in future. Director Hubbe, the President of the Hamburg Chamber of Commerce, said he trusted that the joint endeavours of German and British business men would lead to a still further expansion of commercial intercourse between Hamburg and Manchester.

Speaking generally—the President of the Hamburg Chamber of Commerce continued—trade conditions can be judged correctly only by the acknowledgment that the whole world, for reasons known to everybody, is economically sick. Germany has not so far reached stable economic conditions, but she is making strenuous efforts in the direction of reconstruction and reorganisation, with every prospect of being ultimately successful in this. Numerous endeavours are being made, both economically and administratively, towards international co-operation, but these require the honest

Be sure that your food
is safe to eat.

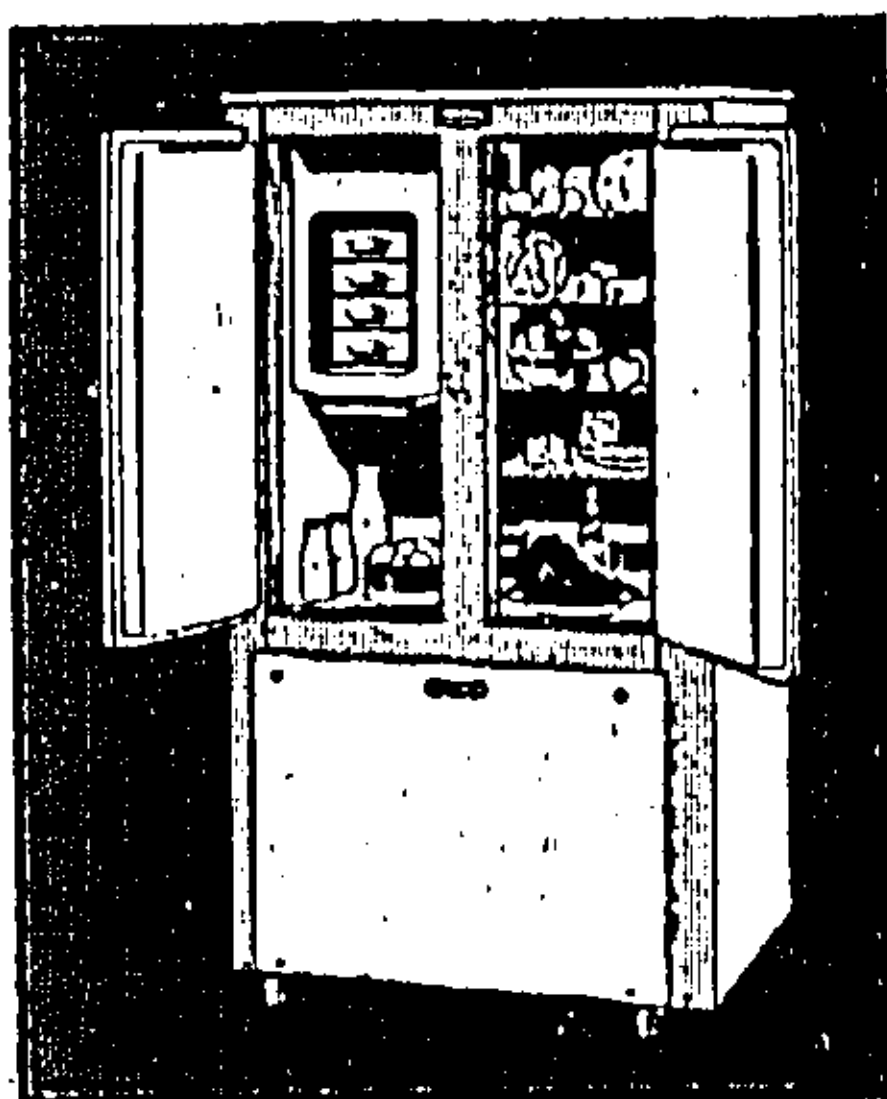


KEPT at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

But you can avoid all this — with Frigidaire!

This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition — fresh, pure, healthful — for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it

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able — efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

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THE LEIPZIG SPRING FAIR.

BAROMETER OF THE WORLD'S TRADE.

The Spring Fair at Leipzig, which opened on March 3, 1929, presents some novel and startling features even to those experts who regularly visit the Leipzig Fair. The great problem which has occupied the attention of the management for years is the adaptation of the Fair accommodation to the increasing demand and to the technical requirements of the time.

For this purpose a division was made some years ago between articles of use and luxury on the one hand and the means of production on the other. The former group is exhibited at the Samples Fair in the heart of the city, the latter at the Technological and Building Trades Fair in the enormous exhibition grounds. In both cases development proceeds uninterruptedly. In connexion with the Samples Fair, a large new Fair Palace called "Petershof" has been opened. Adjoined to Petershof, which has always been the focus of the Leipzig Fair traffic — "Petershof" serves to concentrate a goodly portion of the exhibits of toys, musical instruments and industrial art products.

New Hall.

On the site of the Technological and Building Trades Fair, the new and gigantic Exhibition Hall of the Building Trades Fair is attracting visitors.

It has become a common international habit to regard Leipzig Fair as a trade barometer, not merely for Germany, but for the world at large. The measures just referred to in connexion with the development of Leipzig Fair may indisputably be considered a favourable omen as regards international trade.

Just as the Leipzig Fair extends its area, so too does it increase the scope of its exhibits. Consequently, some particulars as to new or augmented groups at the Fair will doubtless be of general interest. For example, the electricity branch is exhibiting on a much bigger scale. It has therefore taken, not only the "Haus der Elektrotechnik," but also two other large halls, one of which is devoted to the enormously enlarged sample exhibits of the broad-casting industry. Machine-building also participates in essentially augmented proportions. The "Verein Deutscher Maschinenbau-Anstalten," for instance, is in three large halls; in addition, there is, in its own hall, the comprehensive sample exhibit of the machine-tool industry. Here, besides the machine tools proper, are such important groups as: textile machinery, wood-working machinery and the comprehensive exhibits of electrical apparatus.

Foreign Technology.

Foreign technology is admitted to the Leipzig Technological Fair on an equal footing with its German sister. In point of fact, foreign countries are participating this time in considerably greater measure than ever before. Thus, there is a sample show of Dutch electro-technics, an exhibit of machine-tools from America and other countries, exhibits of textile machinery from France, Great Britain, Switzerland, Belgium and Holland, as well as a display representing the Anglo-Dutch caoutchouc and rubber industry, together with the exhibit of Russian raw materials which has become a standing feature of the Technological Fair. The Building Trades Fair can also boast a notable foreign participation.

Textiles.

A considerable increase of foreign participation is also seen in the Textile Section. France has sent extensive exhibits of Lyons silk and of Alsatian cotton. From Austria there are stands representative of the Viennese hosiery and stocknet manufacture. Numerous textile exhibits are also included from Great Britain, Czechoslovakia, Switzerland, Japan and Turkey. Besides these sections grouped individually according to trades, there are numerous national sections comprising various categories. An interesting sample is that of British India which is taking part on a large scale in order, by means of the Leipzig Fair, to open up new markets for its textile raw materials and manufactures, as well as for its minerals, vegetable oils, leather goods, art industry output, carpets, silk and other exports.

At the last Leipzig Spring Fair, the business visitors totalled 235,000, including 29,500 buyers from abroad. The exhibitors numbered 10,100, of whom 1,144 were foreigners.

This is expected to be exceeded considerably.

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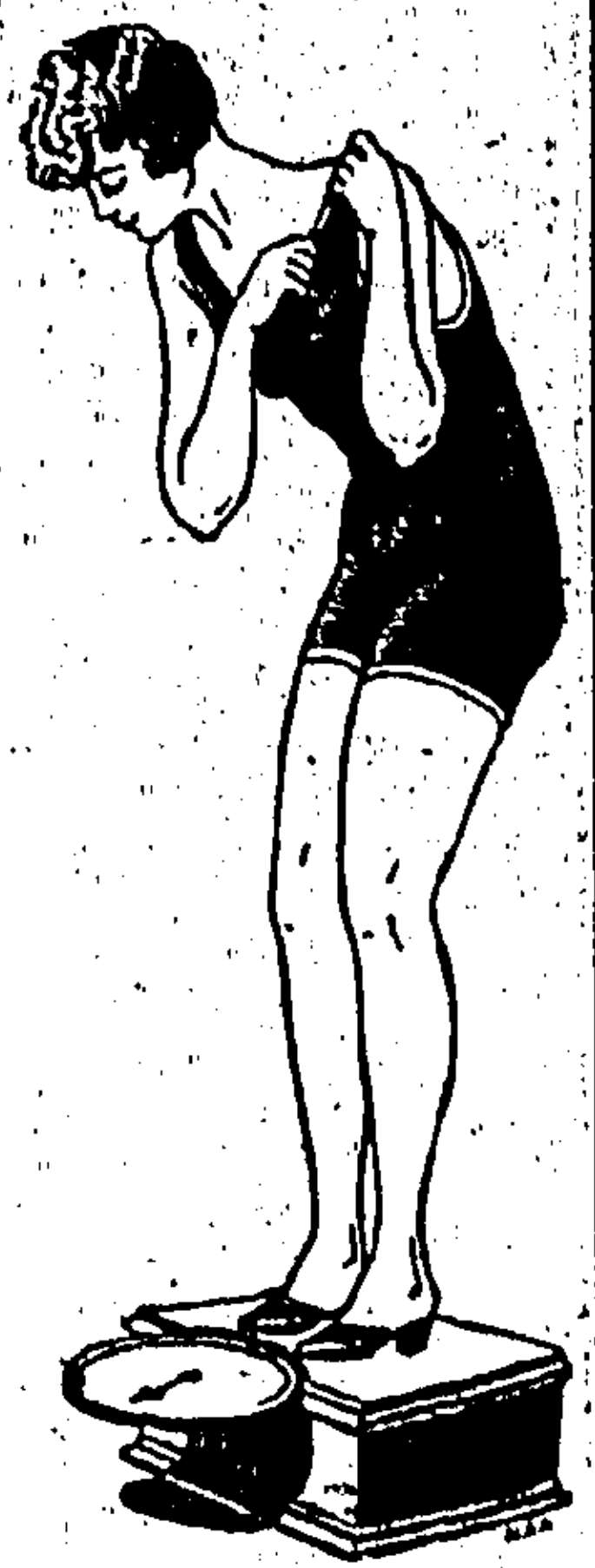
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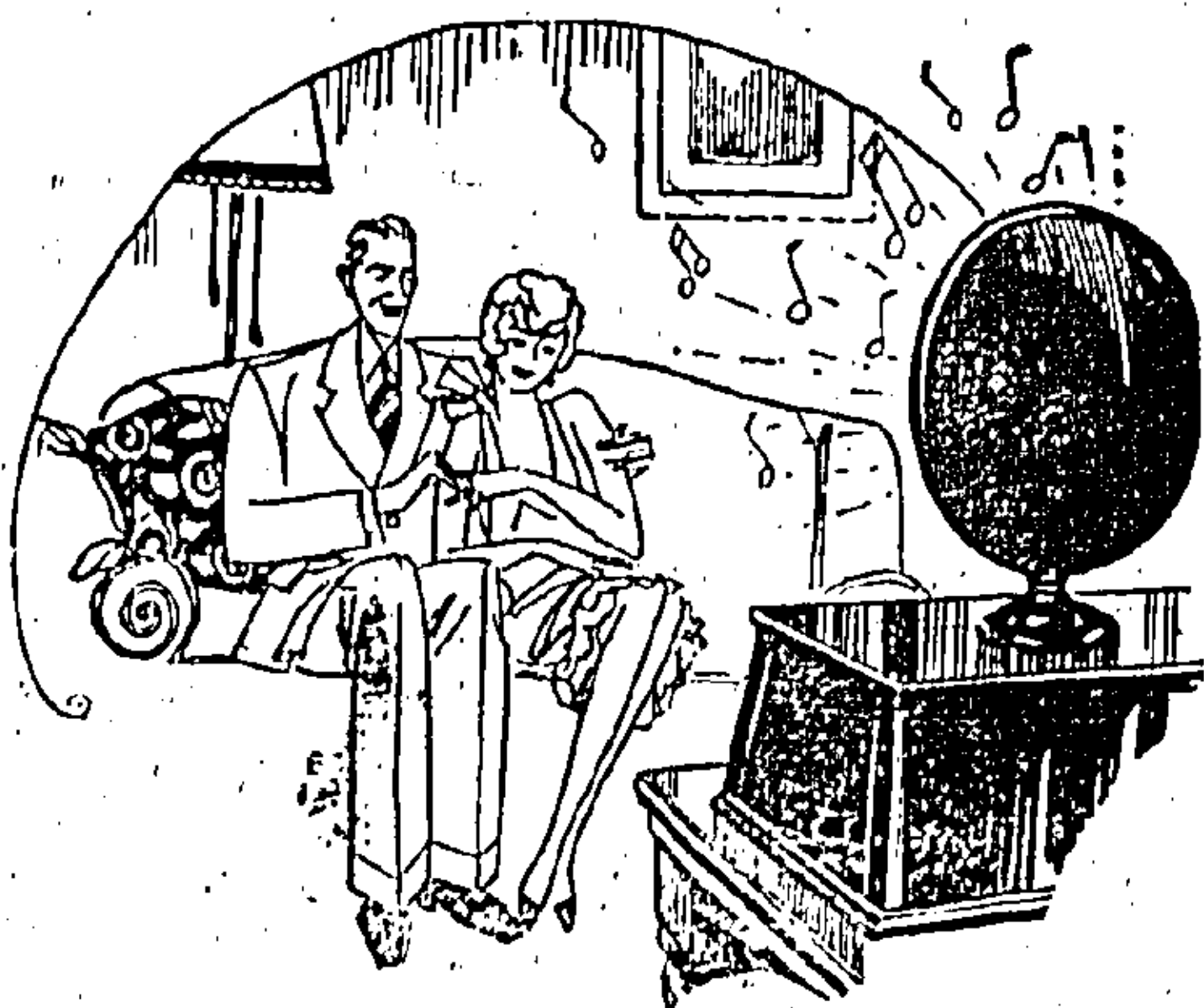
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A Parker Duofold Fountain Pen Desk Set does away with messy pens and ink-wells. Pen holds the ink—base holds the pen. No dipping—just remove the pen and write. Air-tight point holder keeps point over moist and ready.

And the pen stands up at any angle or lies flat, due to Parker's Patented, Gold Ball-and-Socket Feature.

14k Gold Iridium-tipped, life-long point (in six gradations) to fit and yield to any hand without loss of shape.

Pen barrel of gorgeous Imperial Mandarin Yellow, Lacquer-red, Lapis Lazuli Blue, Green Jade (all black-tipped and tapered) and Flashing Black.

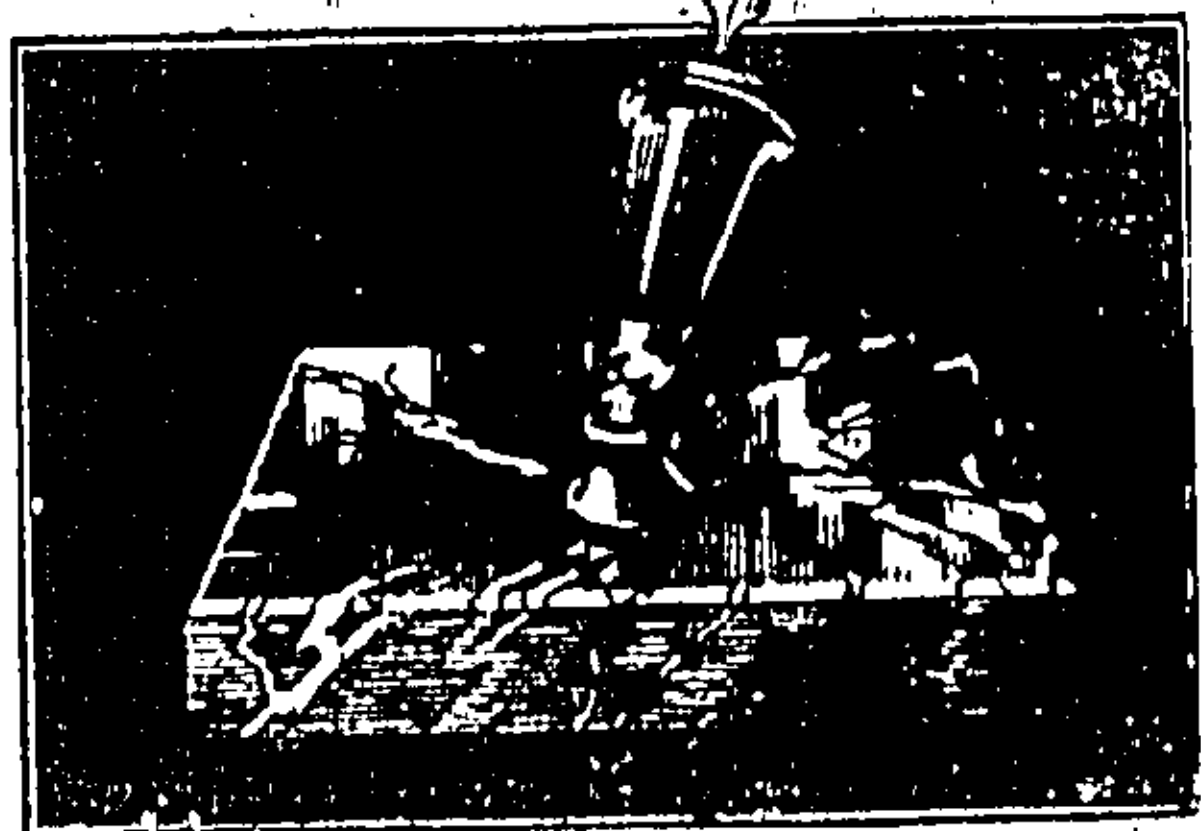
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Parker Duofold Pencils also, to match every Parker Pen.

A Parker Dealer in your neighborhood can show you these fine sets.

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KAISHA, Ltd.
Sole Agents Hongkong.

FORD'S £1,000,000 GIFT.

BIRTHDAY COMPLIMENT TO EDISON.

Port Meyer Feb. 12.
Mr. Edison gave a hearty welcome to Mr. Hoover on his arrival here, in spite of the fact that the President Elect is a newcomer to the inventor's birthday celebrations, which have been attended for many years past by Mr. Firestone, the rubber magnate, and by Mr. Henry Ford.

Mr. Edison predicted general prosperity during the administration of Mr. Hoover.

Mr. Ford brought Mr. Edison a birthday gift. In the shape of a promise to contribute £1,000,000 towards the erection of an Edison Museum to house a collection of Edison models, from incandescent lights, invented in the last century, down to the latest devices.

Mr. Edison answered a number of typewritten questions which were handed to him, writing the answers in pencil. One question was, "What will science do for the world in the next fifty years?" to which Mr. Edison replied: "We do not know a millionth per cent. about anything. We do not know what electricity, sound, and light are, so you see there is a big opening."

Another question was a request for a formula for a happy life. Mr. Edison wrote: "I am not acquainted with anyone who is happy."

OLDEST MONARCH DIES AT 89.

PRINCE JOHN II. WHO RULED FOR SEVENTY YEARS.

Vienna, Feb. 11.
Prince Johann II., the ruler of Liechtenstein, died to-night at Felsberg Castle at the age 89.

Prince John, who was the oldest reigning sovereign in the world, had reigned over the small principality of Liechtenstein, situated between Austria and Switzerland, since November 12, 1858.

He was popular in Vienna owing to his philanthropic activities.

Liechtenstein is one of the famous Tom Thumb States of Europe. Its area is hardly 60 square miles—less than half that of England's smallest county; population about 12,000.

In the war Liechtenstein was neutral. Its army consisted (in the seventies) of 55 men; but it was disbanded by Prince John when the Treaty after the Franco-Prussian War had assured the peace of Western Europe for long years to come.



Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—**THE TIGER BALM**. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

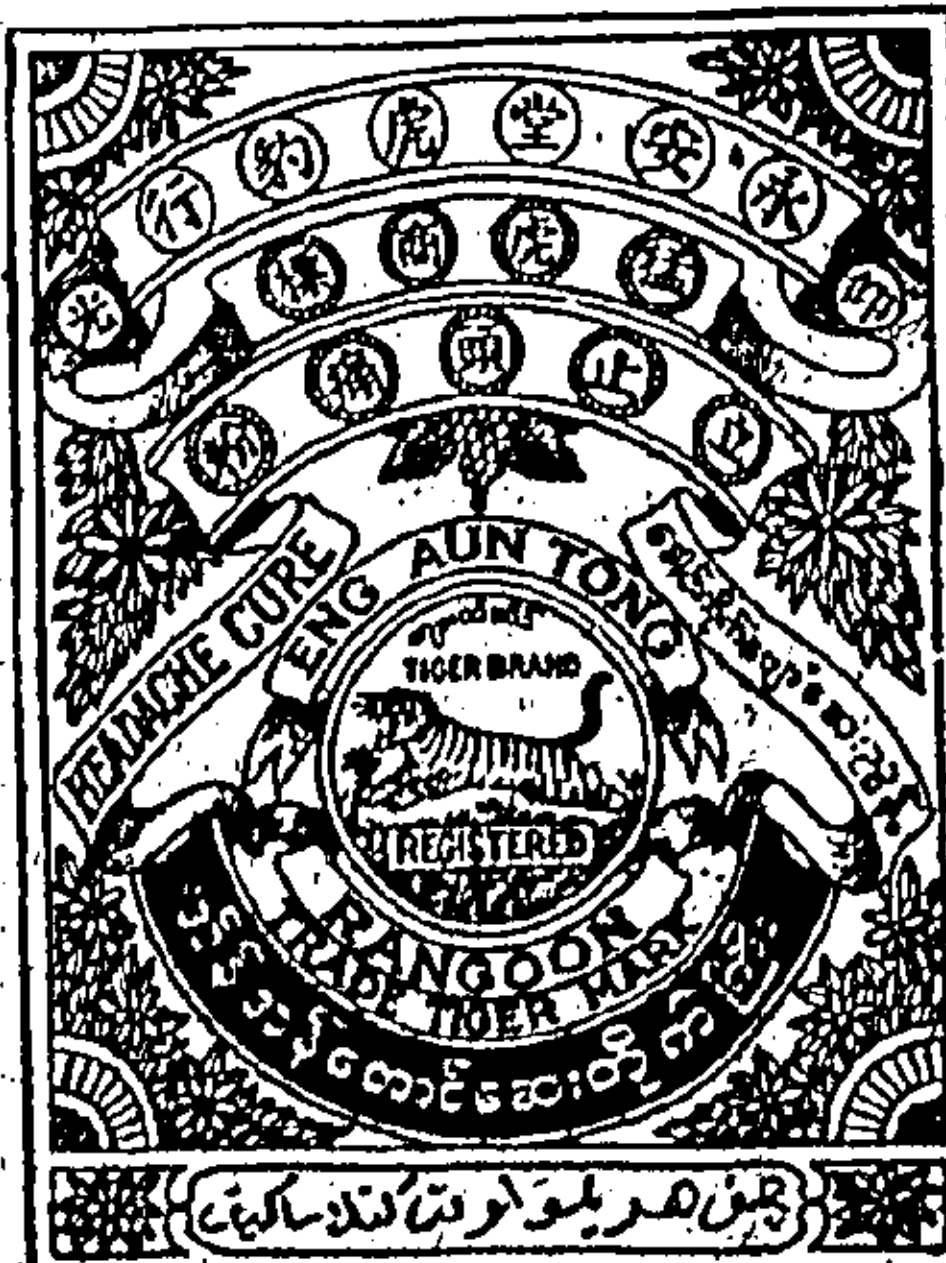
OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Big Pots 60 cts each.
Small Pots 25 cts each.

Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—**FOR EVER**.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

10 cents per packet.



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A Social Offence.

The person who goes about with ill-smelling breath is an offender against social harmony. Sweet pure breath is a necessity to every man and woman who desires respect and good-will. Usually all that is needed to correct foul breath is an occasional dose of Pinkettes, the dainty little gentle-as-mature laxatives. They also banish constipation, bilious attacks, sick headaches, regulate the liver, clear the skin, relieve piles. All chemists sell Pinkettes, or post free, 60 cents the tin, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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THE GENTLE LITTLE
LAXATIVE LIVER REGULATORS
KEEP YOU WELL

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STEEPLECHASES
SUNDAY,
24th MARCH.
Entrance close at noon
16th March.
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Skin Troubles

A Real Antiseptic Gels Remedy
Eczema, chafed skin, rashes, and other skin
troubles quickly yield to LAYOL. This new oint-
ment soothes the skin, soothes and heal-
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FLAMMATION, LAYOL cures and soothes. Try
one bottle to make a guaranteed skin clean. Made
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is the only skin medicine that is guaranteed to
cure. Mother & Child, Manila—Shanghai—
Hong Kong.

New Arrival Shortwave Kits.
And Accessories.
Prices Reasonable.
The Union Store.
37, Des Voeux Road.

Four children left to play on a
straw mattress while their mother
went shopping, says Reuter, were
burned to death at Belgrade.

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WE DO YOUR WORK—YOU WILL
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CHINA TENSION
RELAXED.MARSHAL LI CHAI-SUM GIVES
AN INTERVIEW.

Nanking, Mar. 15.
The arrival of Marshal Li Chai-sum on March 15 has largely
disipated disquieting rumours
of possible war, and the very tense
situation which it is now gen-
erally admitted existed at the time
Li Chai-sum arrived in Shanghai.
Yesterday afternoon, in a press
interview, Marshal Li emphati-
cally declared that his policy had
always been to support the Na-
tional Government and maintain
peace at any cost. In this con-
nexion he pointed out that im-
mediately after his arrival in Shang-
hai he made a statement unequivocally
on the Hunan issue. The
matter was entirely for the Na-
tional Government to decide and
settle.

He and other old members of
the Kuomintang without delay
went to Nanking and held a con-
ference with Marshal Chiang Kai-
shek for a settlement of the Hunan
case, while both the civil and
military leaders from Canton have
come to Nanking to attend the
Congress, which cannot be inter-
preted except as denoting support
of the National Government.

Marshal Li Chai-sum also said
that the Canton Branch Political
Council had suspended its sittings
and was now awaiting orders from
the Central Government to close
down while the Disbandment Con-
ference's decisions were being
carried out in Canton in good
faith; also the National Govern-
ment's special Financial Commis-
sioner in Canton had already
assumed office, and Canton was
obeying the order that the ad-
ministration of National taxes
shall be centralized in the Na-
tional Government.—Reuter.

A Changed Tone.

Hankow, Mar. 15.
Three of the dismissed members
of the Wuhan Political Council
have replied mildly to Marshal
Chiang Kai-shek's telegram, ex-
pressing willingness to abide by
the decisions of the Central Gov-
ernment, acknowledging their fault
in the Hunan issue, and definitely
recording that they are all lovers
of peace and loyal supporters of
the Party.

The vernacular papers also have
completely changed their tone and
at present are lauding alike Wuhan
and Nanking.

The dismissals are regarded as
purely a compromise, since it is
felt those dismissed will occupy
similar positions whatever organi-
zation replaces the Provincial Gov-
ernment.

All warlike activities have ceased,
and the situation is rapidly
becoming normal.
Pan Yih-chi, Mayor of Wuhan,
is going to Nanking today as a
special envoy to cement the newly
established peaceful relationships.
—Reuter.

Pei Chung-Hai.

Tientsin, Mar. 15.
It is reliably reported that Gen-
eral Pei Chung-hai is at present
at Tangshan, with about 30,000
troops and one armoured train.
—Reuter.

Political Councils.

Peking, Mar. 15.
The local Political Council has
ceased to function, in accordance
with instructions from the Central
Political Council.—Reuter.

JAPAN'S BUDGET.

PASSED BY BOTH HOUSES
OF LEGISLATURE.

Tokyo, Mar. 15.
The Budget shows a total of
Yen 1,752,000,000 including, for
the Navy 268,000,000, and the
Army 231,000,000.
It has passed both houses.
Supplementary estimates will be
presented shortly.—Reuter.

WOMAN'S WORLD
FOR OUR LADY READERS.Beauty Bags For The
Skin.

(By a Beauty Expert.)

Complexion beauty bags are not
used as much as they might be when
we consider that the cost is practi-
cally nil, and that they do so much for
the skin.
Try the following beauty bag and
see if you are not charmed. Half fill
a small bag made of cheese muslin
with very fine oatmeal. A few
seconds before you wash, toss it into
the water, and immediately a milky
fluid oozes out that is very kind to
the skin. Use the bag as you do a
sponge, and you will be surprised at
the result.

There are packets of flaked barley
on the market which I discovered is
splendid for a beauty bag. It leaves
the skin soft and nice. Then the
herb complexion bag has only to be
tried once to become a favourite.

Into a large tin with a well-fitting
lid put a 2d. packet each of crushed
lavender, elderflowers, and cowslip
flowers. Mix thoroughly by shaking
well, and when you need a fresh
beauty bag, put two tablespoonfuls
of the herbs into a small muslin bag.
Toss into the water a few minutes
before you are ready for it, so that
the value of the bag has been drawn
into the water. Rub the bag all over
the face, neck, hands and shoulders,
and dab gently to dry.

Use the bag frequently and your
face will never show signs of neglect.

For Morning Wear.



Very soft beige stockinette
makes a good dress for
morning wear. The model
sketched is simply trimmed at
neck and waist with bright
blue and black braid, while
two diagonal rows of button-
hole stitched scallops at the
hips provided an up-to-date
finish.

Bouffant Frocks are in Favour.



There is infinite variety in bouffant frocks this season. A
peach tulle taffeta has a step-down basque treatment and two
side trains. (Right) A Nile green tulle has its girdle embro-
dered on it in crystals and from the kerchief point side of the
girdle a long panel of tulle falls.

"Channel Moderate."

(BY A GIRL WHO HATES THE
CROSSING.)

I have just crossed the Channel.
It wasn't the first time, but it will
be the last until there is a tunnel.

On the fateful day in question
I was up betimes and looking at
the weather. Grey sky and rather
breezy. I seized my Daily Mail,
which said, "Channel moderate."

"What does that mean?" I
asked at breakfast. "Means O.K."
—and anyway it's only an hour," I
was informed.

After much weighing and regis-
tering of luggage I (rather batted
by this time) and a porter at
last got to my seat in the Pullman
at Victoria Station. "Will you
take lunch, madam?" the atten-
tive attendant inquired. I glanced
at the sky and said I would let
him know later. I had suddenly
remembered that board which tells
passengers the condition of the
sea. I ran up the platform.
"Channel moderate" Well, it
hasn't got worse, I thought.

"What's the sea like to-day?" I
inquired of Mr. Cook's man. "Not
so bad, mum." A porter was
standing by the Pullman when I
got back to it. "How's the Chan-
nel?" I asked. "Not so bad,
mum." "What does that mean?"
I persisted. "Oh, not so bad,
mum."

I sank into my seat and felt in
my pocket for that comforting
square box containing a real de-

mer preventive. "Have you decid-
ed to take lunch, madam?" the
conductor once more asked.
"Well, how do you think the sea
is?" "Not so bad," I was begin-
ning to be really apprehensive, so
I refused lunch and ordered a
bottle of Perrier.

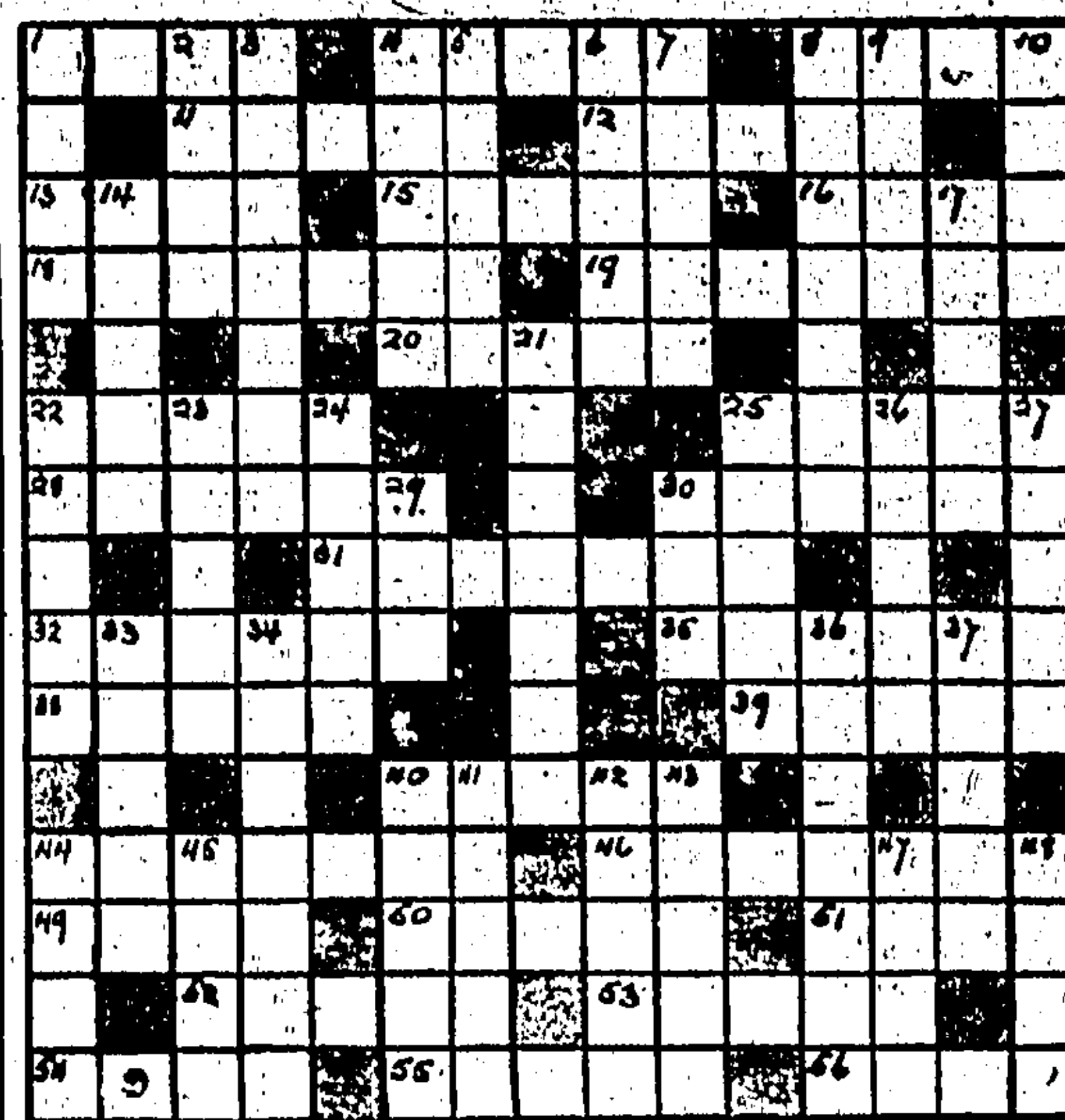
As we neared Dover the weather
got really breezy. A voice behind
me was saying, "Well, I always lie
down before the boat goes and I
find it helps no end." I pulled out
the little box and took one dose for
safety.

Dover and a scramble through
the passport barrier. Passengers
rushed in all directions. A porter
went off with my hand baggage
and it began to rain. I jostled my
way through the crowd and up the
boat's gangway. "What's the
weather like outside?" "Not so
bad, mum."

Exasperated, I rushed up to a
gorgeous individual covered in
gold braid (the captain, I believe)
and asked him for information.
"Not so bad, madam." My inter-
nal organs turned a somersault of
apprehension, and I realised that
the porter and luggage had not
appeared. I searched the boat
from end to end and at last found
him. Every chair in sight was
taken, but I got one at last....
A veil must be drawn over the
ensuing hour....

Calais. A grey-green, haggard,
worn-out wreck, unfit for any fur-
ther action, I was helped off the
boat. I staggered to the passport
place and the Customs and came to
the conclusion that the English
side of the journey was calm and
peaceful compared with the pan-
demonium in Calais. And all this
just to travel 22 miles!

OUR NEW BRITISH CROSSWORDS.



Across.
1 Roll.
4 Steel.
8 Horned animal.
11 South American animal.
12 Revolving part of a motor.
13 Health resorts.
15 Used for shaving.
16 Ascend.
18 Persevere.
19 Burdensome.
20 Birds of gull family.
22 Burn with liquor.
25 Twilled woollen fabric.
28 Make less.
30 Craving.
31 Commotion.
32 Cricket team.
35 Bagpipe players.
38 Neuter normal.
40 Mark of omission.
42 The archfiend.
44 Original documents (Law).
46 Found the position of.
49 Sediment.
50 Split.
51 Flat brick.
52 Drugged.
53 Trace back.
54 Appearance.
55 Borders.
56 Appear.

Down.

1 Speak imperfectly.
2 Celestial body.
3 Hanging embroidery.
4 Ordinal of one.
5 Ill tempered.
6 Hum.
7 Wind musical instruments.
8 Regrets.
9 Three.
10 Proceeds.

14 Amity.
17 Theatrical supernumerary.
21 Garments.
22 Blackthorns.
23 Species of Poplar.
24 Prevent.
25 Denoting purpose (Gram.).
26 Species of duck.
27 One who believes in existence
of supreme being.
29 Blue Titmouse.
30 Immersed.
33 Spear.
34 Deers flesh.
36 Teases.
37 Festivity.
40 Scatter.
41 To one idea.
42 Awake.
43 Knobs.
44 Slight of figure.
45 Advice.
47 Weary.
48 Believe.

Yesterday's Solution.

NEW CROSSWORD
1. A. G. L. E. T. S. 2. F. I. S. H. 3. T. O. R. T. O. I. S. 4. P. A. S. S. 5. W. I. S. E. 6. E. 7. A. P. P. E. A. R. 8. I. N. G. 9. O. 10. A. P. P. E. A. R. 11. D. 12. O. 13. A. P. P. E. A. R. 14. I. N. G. 15. O. 16. A. P. P. E. A. R. 17. I. N. G. 18. O. 19. A. P. P. E. A. R. 20. I. N. G. 21. O. 22. A. P. P. E. A. R. 23. I. N. G. 24. O. 25. A. P. P. E. A. R. 26. I. N. G. 27. O. 28. A. P. P. E. A. R. 29. I. N. G. 30. O. 31. A. P. P. E. A. R. 32. I. N. G. 33. O. 34. A. P. P. E. A. R. 35. I. N. G. 36. O. 37. A. P. P. E. A. R. 38. I. N. G. 39. O. 40. A. P. P. E. A. R. 41. I. N. G. 42. O. 43. A. P. P. E. A. R. 44. I. N. G. 45. O. 46. A. P. P. E. A. R. 47. I. N. G. 48. O. 49. A. P. P. E. A. R. 50. I. N. G. 51. O. 52. A. P. P. E. A. R. 53. I. N. G. 54. O. 55. A. P. P. E. A. R. 56. I. N. G. 57. O. 58. A. P. P. E. A. R. 59. I. N. G. 60. O. 61. A. P. P. E. A. R. 62. I. N. G. 63. O. 64. A. P. P. E. A. R. 65. I. N. G. 66. O. 67. A. P. P. E. A. R. 68. I. N. G. 69. O. 70. A. P. P. E. A. R. 71. I. N. G. 72. O. 73. A. P. P. E. A. R. 74. I. N. G. 75. O. 76. A. P. P. E. A. R. 77. I. N. G. 78. O. 79. A. P. P. E. A. R. 80. I. N. G. 81. O. 82. A. P. P. E. A. R. 83. I. N. G. 84. O. 85. A. P. P. E. A. R. 86. I. N. G. 87. O. 88. A. P. P. E. A. R. 89. I. N. G. 90. O. 91. A. P. P. E. A. R. 92. I. N. G. 93. O. 94. A. P. P. E. A. R. 95. I. N. G. 96. O. 97. A. P. P. E. A. R. 98. I. N. G. 99. O. 100. A. P. P. E. A. R.

"STREET ANGEL."

FURTHER SCREENING AT
THE QUEEN'S.

"Street Angel," featuring Janet
Gaynor and Charles Farrell, stars
in "7th Heaven," was made in re-
sponse to an insistent demand on
the part of cinema fans that those
two popular stars be seen again.
Miss Gaynor has the part of a
young Italian girl, who in despera-
tion, attempts to steal in order to
buy medicine for her sick mother.
She is arrested, but escapes from
the police, and hides in a small
travelling show. The acrobat be-
friends her and she joins the circus.

Charles Farrell is an itinerant
artist, who is enraptured by
Angela but she does not return his
love immediately, but finally his
pleas are heard and she, touched by
them, gives him some hope.

When she pleads frantically for
her life and his love, one's heart
goes out to her. And when, after
her capture by the police, she
pleads successfully for one hour's
freedom to spend with her lover,
one is touched by the truly great
acting power of Miss Gaynor.

Lord Justice Tomlin, the newly-
made Judge of Appeal, has been
granted a barony with the title of
Baron Tomlin of Ash, in Kent.

LETTER GOLF

A COIN BANK doesn't seem as
if it would be a very big golf
course, and, of course, it isn't a
whole course, but it contains an
interesting par five hole.

C O I N
B A N K

1—The idea of letter golf is to
change one word to another and
do it in par, a given number of
strokes. Thus to change COW to
HEN, in three strokes, COW,
HOW, HEW, HEN.
2—You can change only one
letter at a time.
3—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.
4—The order of letters cannot be
changed.
One solution is printed on an-
other page.

IN THIS CHANGEABLE
WEATHER.

Everyone should have a
bottle of our—
**COLD and COUGH
MIXTURE** by him.

THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD CENTRAL.
Tel. G. 1877.

FRECKLES AND HIS FRIENDS



Must Be Important

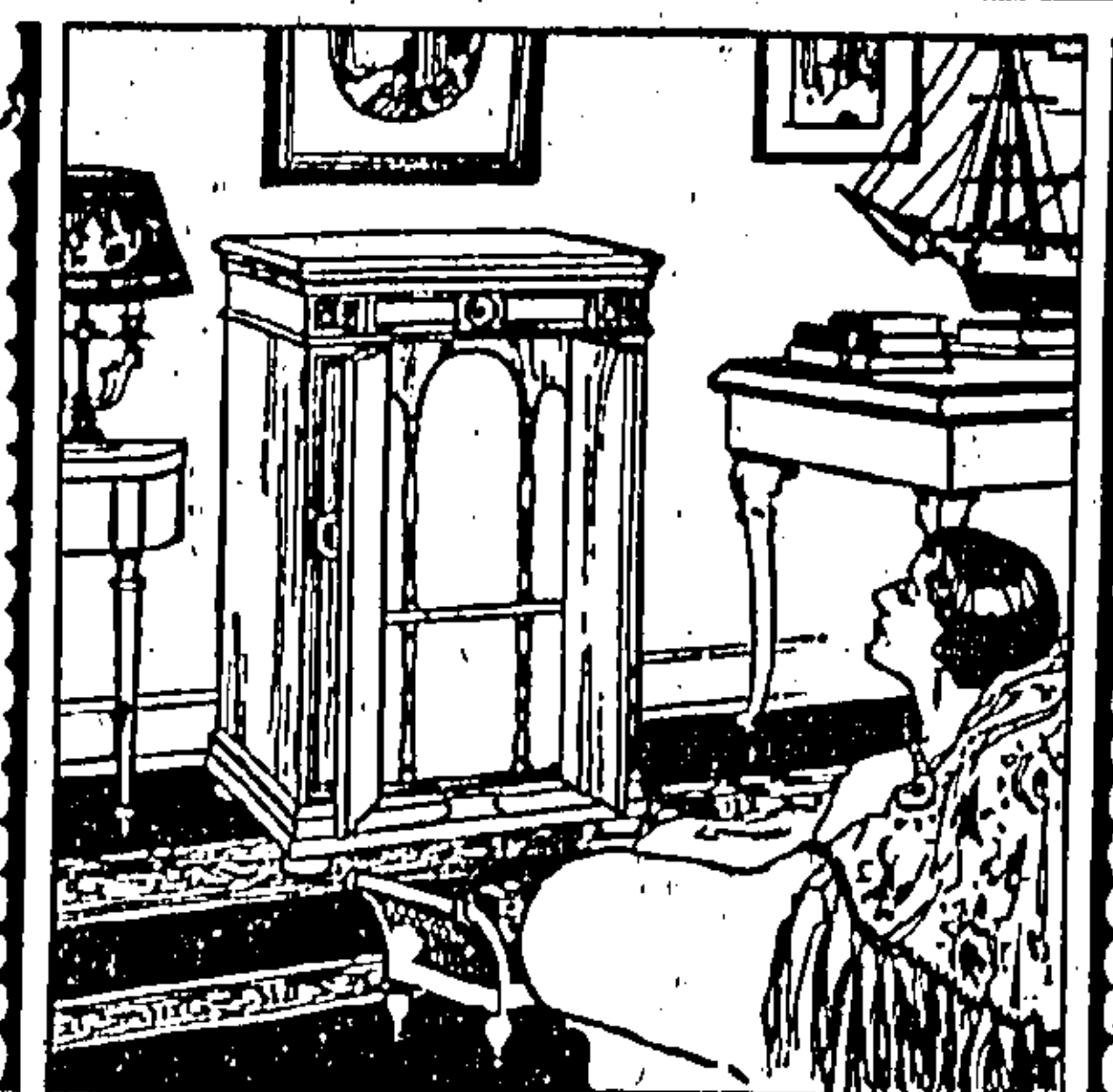
By Blosser



Gilbey's London DRY GIN.

Celebrated
Distilled and Bottled by
W. & A. GILBEY
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His Majesty The King.

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A. S. WATSON & Co., Ltd.
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(VICTOR DISTRIBUTORS.) CHATER ROAD.

The New
Orthophonic
Victrola

Our London Agents have instructions to send us sample quantities of every new material or design that creates a vogue in London or Paris.

We have a large range of New Materials for Spring Dresses in Stock.

Newest Patterns in
COTTON VOILES.
38" wide.

"Old Bleach" Linen in 20 Different Shades.

(With Cambrics to Match for Undies.)

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THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

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IN LOCAL BUILDINGS
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SUPERLATIVE MERIT.

THE MAJORITY OF
LIFTS YOU USE
ARE
WAYGOOD-OTIS

ERECTED & MAINTAINED
BY
DODWELL & CO., LTD.
SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

BIRTH.

FERRIER.—To Mr. & Mrs. Vivian
Ferrier at Shamen, Canton,
on 14th March, a son.

The
Hongkong Telegraph.

SATURDAY MARCH 16 1929.

DISARMAMENT.

Britain's attitude towards disarmament was well elaborated in the course of Mr. Bridgeman's speech in introducing the Naval Estimates in the House of Commons. He was able to show that so far as actual naval disarmament is concerned, Great Britain has done more than any other country—a fact which cannot be too often emphasised in view of suggestions which are frequently made that the British Government has been standing in the way of the progress of the movement. Since the Great War, the British Navy has been reduced by substantially more than two million tons, whilst even before the Washington Conference more ships had been scrapped than the present strength of the Navy.

How far our cruiser strength has been affected by this policy may be gathered from the statement that the total is now only 52, compared with 114 before the war. We are glad to notice that Mr. Bridgeman, whilst stressing the necessity for disarmament within certain limits which shall not affect national safety, sought to remove a very popular impression that the ends of peace will necessarily be served by reductions made on a proportional basis. We have always held the view that such reductions are not in themselves a guarantee against war, since they leave the various countries in relatively unchanged position so far as strength is concerned. There must be something very much more than proportional reduction if world peace is to be preserved—namely, the encouragement of the spirit of amity and friendliness. It is a corollary to this statement to say that even large navies do not of necessity imply warlike intentions. Mr. Bridgeman made that point by suggesting that world peace is not placed in jeopardy because two or more peace-loving nations have strong naval forces. Admittedly, the means of waging war are rendered all the greater as the strength increases, but numbers or tonnage are not the real factor. A small but bellicose nation can do far more harm than any number of countries well armed for defence but having no lust of conquest or territorial

ambitions. So it all comes down to a country's real policy—whether that policy is based on warlike intentions, or whether the preservation of peace and concord is the dominating idea inspiring it.

It was only natural that Mr. Bridgeman, in the course of his speech, should touch on Anglo-American relations, for there has of late been much mischievous and ill-informed talk in regard thereto. The British policy is that there shall be no competition either with the United States or any other country. We should prefer, of course, the concluding of some disarmament scheme acceptable to all the Navy Powers, and, as Mr. Bridgeman put it, we are willing to listen to any proposal in this connexion. Unhappily, it has not yet been found possible to discover such a formula, but it is no more right that Britain should be blamed for this circumstance than that we should seek to cast the odium on others. We still have hopes that something definite will soon be done to remove the present uncertainty. In the meantime, it is reassuring to feel that Britain still maintains an open mind on the subject and is willing to explore every avenue leading towards the desired goal.

Speed.

The Automobile Association of America is probably safe in assuming that the terrible tragedy at Daytona Beach, the death of Lee Bible, the American racing motorist, during an attempt to beat Major Segrave's land speed record of 231.3 miles an hour, will result in a revival of agitation by those who deny the justification for such efforts. Public sympathies are notoriously fickle, and it is quite likely that critics will be found even among those who with bated breath watched Segrave's dash down the sands. The principal argument is, we suppose, that the margin of safety is so narrow that land speed attempts are little more than a gamble with death. It is precisely this that the statement issued yesterday seeks to disprove. The Automobile Association points out that Daytona Beach has been used for racing cars for 26 years in which period hundreds of terrific bursts of speed have been witnessed, the world record has been broken on no fewer than fourteen occasions, and only three drivers have met with an untimely end. If we accept these facts as accurate, the answer seems sufficient. Racing drivers at all times carry their lives in their hands, literally, but we see no greater danger in whirling in the straight at 200 miles an hour than in taking a hair-pin bend in a road race at the very ordinary speed of 60 miles per hour. The percentage of casualties would probably work out much higher. The outcry, if any, will come from the type of person who reads that Flying Officer Atcherley, of the R.A.F. has looped the loop at 300 miles an hour, and describes the feat as foolhardy. The foolhardiness lies in drawing a line between plain recklessness and cool daring without a knowledge of the facts. It is essential, for instance, in the Schneider Cup race, for which Atcherley is training, to make a turn on a triangle course at, perhaps, a much higher speed, and this we think offers greater strain than looping the loop. Equally, we doubt if the feat would have been attempted if Flying Officer Atcherley had not accomplished the feat at lesser speeds, gradually working up to 300 miles an hour. Disasters which occur in the process of such performances on land and in the air usually result from human liability to error, a factor which is not in any means confined to these spheres.

The health bulletin of Eastern ports for the week ending March 9 gives the following cases, figures in parentheses indicating the number of deaths.—Plague, Baghdad 3, Colombo 2 (1), Penang 1 (1), Chelera, Bassorah (2), Rangoon (1), Bangkok 13 (12), Penang 1 (1), Small-pox, Basrah 1 (1), Bihar and Orissa 46 (22), Madras 70 (20), Negapatam 1 (1), Rangoon 5 (2), Belawan Deli 1, Samarinda 27, Sourabaya 1, Haiphong 10 (8), Penang 10 (7), Hongkong 37 (42), Shanghai (12), Canton 29 (9), Macao (16), Dairen 1.

DAY BY DAY.

THOSE WHO ADMIRE AND LOVE KNOWLEDGE FOR ITS OWN SAKE OUGHT TO WISH TO SEE ITS ELEMENTS MADE ACCESSIBLE TO ALL.—Sir William Herschel.

Mr. W. J. Lockhart-Smith is to act as Assistant Land Officer and Deputy Registrar of Marriages.

Tenders are being invited for the supply of a single screw tankwood launch for the Harbour Department.

It is notified that the name of the Kwong Shun Steamship Company, Limited, has been struck off the Register.

The Rev. E. C. and Mrs. Lobenstein and Mr. M. Manuk were amongst the passengers arriving by the President Jefferson.

During the absence of Inspector Meade, Inspector H. L. Lockhart has been appointed as Inspector of factories and of juvenile labour.

Mr. Justice Wood and Mr. N. S. Brown have been nominated as members of the Court of the Hongkong University for further periods of three years.

Nearly seventy pages of the Gazette are devoted to the Ordinance to amend the constitution of the Hongkong and Shanghai Banking Corporation.

His Excellency the Governor has appointed Mr. Victor Cecil Branson to act as Government Analyst during the absence on leave of Mr. E. R. Dovey.

The Hongkong Police "interforce" team, who went up to Shanghai to meet the Police of that port in a series of sports fixtures, returned last evening by the s.s. Khiva.

Tenders are being invited for the preparation of sites and construction of a latrine and bathhouse at Kowloon City and Dock Lane, with all drainage and any other contingent work.

It is notified that, at the expiration of three months, the Leyseco China Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

"Electric Street" is the name given to the thoroughfare running in a south-westerly direction from Star Street, parallel to Wing Fung Street through and to the south-west boundary of Inland Lot No. 2337.

Billy Dean, the popular Lancashire comedian, and his partner Topsy Lee, "London's miniature Sophie Tucker," will appear during each performance to-morrow and Monday at the Queen's Theatre in a series of burlesque items.

Sir Emmanuel and Lady Hoyle were amongst the passengers who arrived here by the President Jefferson. Sir Emmanuel is a J. P. for Huddersfield and Penrith, and he was formerly in command of the West Riding R.A.S.C. (Territorial Forces).

The Government proposes to erect an underground public latrine at junction of Hollywood Road and Ladder Street. If any owner or occupier in the immediate vicinity of the site has any objections, these must be sent in writing to the Colonial Secretary as to reach his office not later than April 5th.

Among passengers arriving on the P. and O. Naldora yesterday were Mr. and Mrs. Bird, Mr. and Mrs. Strange, Comdr. D. Maxwell, Comdr. R. Lambert, Mr. S. Schofield, Mr. A. Judd, Mr. R. White, Major G. Ogilvie, Mr. H. Richardson, Dr. and Mrs. Mott, Mr. and Mrs. Austin, Dr. A. Douglas, Mr. M. Breen and Mr. and Mrs. Webster.

EXCHANGE RATES.

	London, Mar. 15.
Paris	124.255
New York	4.854
Brussels	34.95
Geneva	25.23
Amsterdam	12.114
Milan	82.875
Berlin	20.455
Stockholm	18.16
Copenhagen	18.21
Oslo	20
Vienna	34.555
Prague	103.3
Helsingfors	193
Madrid	81.555
Lisbon	108.3
Athens	375
Bucharest	810
Rio	674
Buenos Aires	47 11/32
Bombay	1/5 31/32
Shanghai	1/12 1/2
Hongkong	1/10 1/16
Yokohama	1/10 1/16
Silver (spot)	26
Silver (forward)	26 1/16

—British Wireless.

OLD CURIOSITY SHOPS.

Some Thoughts on Their Value.

The river of time plunges down through its ringing channels with a proud indifference to human concerns. Its effort is apparently to hurry away and to hide all the trinkets and the treasures to which we have given our hearts, to annihilate the products of art and of handicraft, and to sweep all our childhood's toys into oblivion. Never has the speed of its current been more furious than it is today, never has it torn and eaten and washed away the past so relentlessly; and perhaps that is the reason why we are nowadays searching out and saving such few things as it leaves behind with a devotion never seen before. Our fondness for the past appears to stand in exact proportion to the rapidly with which it passes away, so that if we must admit that the present is in many ways more swiftly forgetful than any other age in history we may also say that it is more given to fond recollections. We are indeed absorbed—and with good reason—in the swift kaleidoscopic spectacles of modernity, and yet we show at the same time a quite unprecedented fondness for the antique.

Fortunate for us, therefore, that the river of the years has not carried quite everything away and that here and there, in quiet creeks and backwaters, some flotsam and jetsam has lodged and clung. Certainly the little that has thus been saved is a strangely miscellaneous assortment, having been brought together quite as much at hazard as the stray sticks that drift and circle in the eddies of an actual river. And this provides one of the chief delights of exploring the little shops where antique articles are stored and sold: everything one finds there is unexpected. Quite unlike the articles set forth for sale in other shops, it has not been produced to supply any actual demand; merely, it happens to exist, without purpose, without utility, in defiance of the laws of economics. Whether beautiful or not, it has at least one of the qualities of beauty in existing for itself alone. One does not enter the shop of a dealer in antiques and ask for a pair of silver shoe buckles because he has any intention of adding those articles to his own attire; he has less cause to use for them whatever, in the strict sense of the word; he merely wishes to have them near him as small fragments of the past, exactly as he might wish to have a rose. That analogy is a reminder that there are at least two kinds of business, both of them just now in a flourishing condition, which are supported by sentiment alone; the business of the florist and that of the dealer in antiques.

But the difference between the florist's shop and that of the antiquarian are numerous and important. The beauty of a flower is its youth, and it is all the better for being still wet with the morning's dew, but silver shoe buckles are treasurable almost entirely because of their age. We love the rosebud because it seems to give itself to us alone, but a piece of yellowing lace that was worn in the stately minuet of the eighteenth century is dear to us precisely because we are certain that it has been dear to others long ago. There is, to be sure, a certain pathos in flowers, due to our sense of their evanescence, whereas the sentiment attached to a fan painted by Watteau consists in its fragility. Flowers are the confident smiling children of the present, speaking to us of the beauty that will forever endure, but the relics of our ancestors whisper of much that seems to pass away. And again it may be observed that the florist's window is the better for some suggestion of plan and arrangement; just the opposite is true of the antiquarian's shop, where we like to see disorder reign—clothes and clocks and ball gowns and Bibles promiscuously strewn

just as they were washed up along the banks of modernity.

Neatness and precision—virtues which usually get somewhat more than their due meed of praise—are never more out of place than in an old curiosity shop for everything that is kept there is really debris, however precious, and it should be stored as such. Here is one spot at least, in a world which grossly overpraises youth, where nothing need apologize for being or even for looking old, and consequently the sensitive visitor as vaguely dishonest, like a cosmetic. There should be tarnish on the aged silver, verdigris on the bronze, honorable stains of service on the leather bindings, dust everywhere, and in the absence of arrangement a general effect of chaos come again.

One dislikes to see those wraiths and strays out of the past—they are not our guests in some sense?—rubbed and polished and made to simulate a second youth, made to look "presentable" as it were in the twentieth century, when all their beauty and value consists precisely in the fact that they are actually old.

The pleasure of burrowing here and there in an old curiosity shop where the "stock" has been allowed to grow without plan and to lie without too much intrusive order of arrangement is the pleasure of constant surprise. Such a shop is like the writer or the talk of an incessant and inveterate humorist, in which nothing turns out as we expect but all the laws of logic and association among ideas are steadily defied. A dainty pair of dancing slippers in brocade satin and with red heels rests upon a bishop's chasuble; a porcelain dog from North England laughs with open mouth from amid a forest of Kaffir assegais; rouge pots still splendid with the painted pastorals of the fourteenth Louis are perched among the tomes of Tillotson and the grave Isaac Barrow; double-barrelled pistolets with flintlock have somehow made their peace with a company of knitting needles. Salt cellars, Italian primitives, walking sticks, seventeenth century watches, dolls' houses, cameo rings, and pitchers of antique silver stand or lie or lean together on one shelf. A properly conducted old curiosity shop is an object lesson in democracy.

It is a testing place, also, for the imagination, for every object one finds there may serve us as a key to some door in the past if only we know how to turn the lock. The thin, tinkling notes that come forth at your touch from the old harpsichord are either laughable to you—if you compare them with the sonorous grandurs of the modern pianoforte—or else, if you are wiser, they evoke a picture of the stately dances of long ago, and perhaps also an image of each himself composing at just such an instrument majesties of music beyond which no mortal has dreamed. You examine a swordhilt of gold and silver, studded with precious stones, and your thought leaps the chasm between our time and that in which it seemed right to lavish art and wealth upon such toys. You find a rosebud pressed between the leaves of a book that may not have been opened for two hundred years. Who placed it there? And when? And why? That rosebud was a symbol once, loaded with unphraseable meanings; now it is a pure mystery. Yet it touches a chord, and your thoughts vibrate in unison for a moment with the thoughts of some unknown and utterly forgotten friend of centuries ago.

An old curiosity shop is a place of memories and a refuge from the winds of change. Here there is, or should be, no effort to bring things "up to date," but a delight.

(Continued on Page 6.)

51 COMMON ERRORS IN BRIDGE AND HOW TO CORRECT THEM By W.W. Wentworth

22. TRUMPING AT THE WRONG TIME

North (Dummy)—
♠ 8 6 3
♥ 10 5 2
♦ A 10 9 5
♣ J 10 9

West—
♠ A
♥ K
♦ K
♣ A

South (Declarer)—
♠ A K Q J
♥ A 2
♦ K Q 8 7 4
♣ 7 5

The Bidding:—South bids one spade and all pass. Declarer pro-

perly gives preference to the four-card major rather than the five-card minor or no trump with a worthless doubleton.

Deciding the Play:—West opens with Ace of clubs and then plays 6 of clubs. East wins the trick with Queen of clubs. What card should South play?

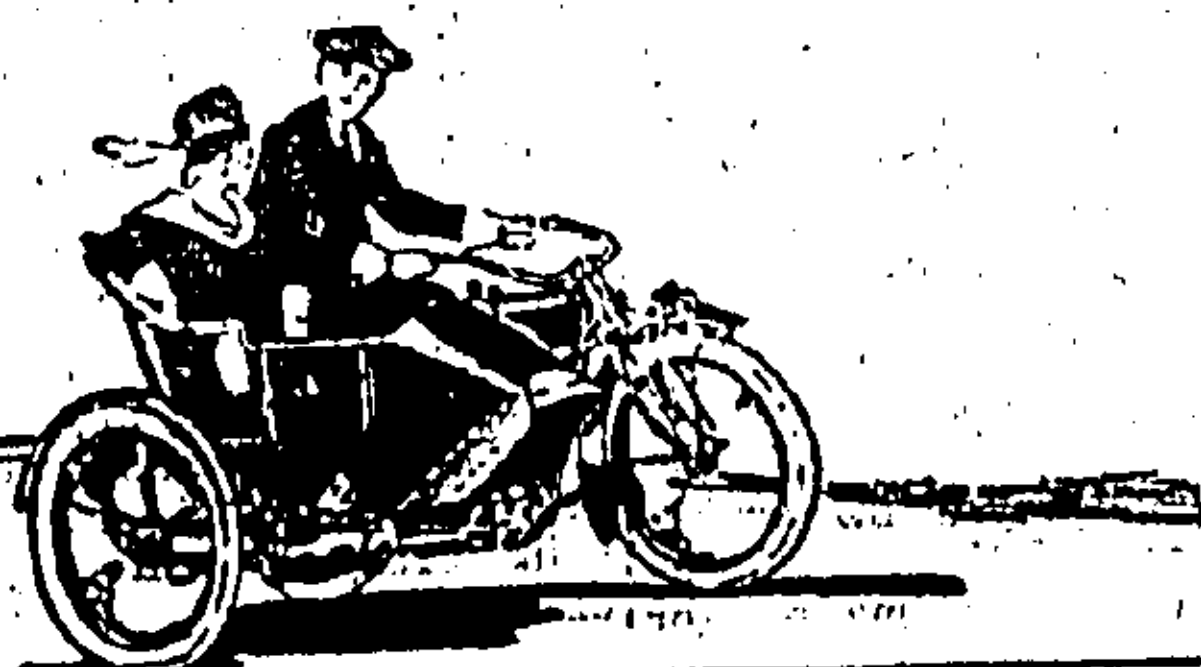
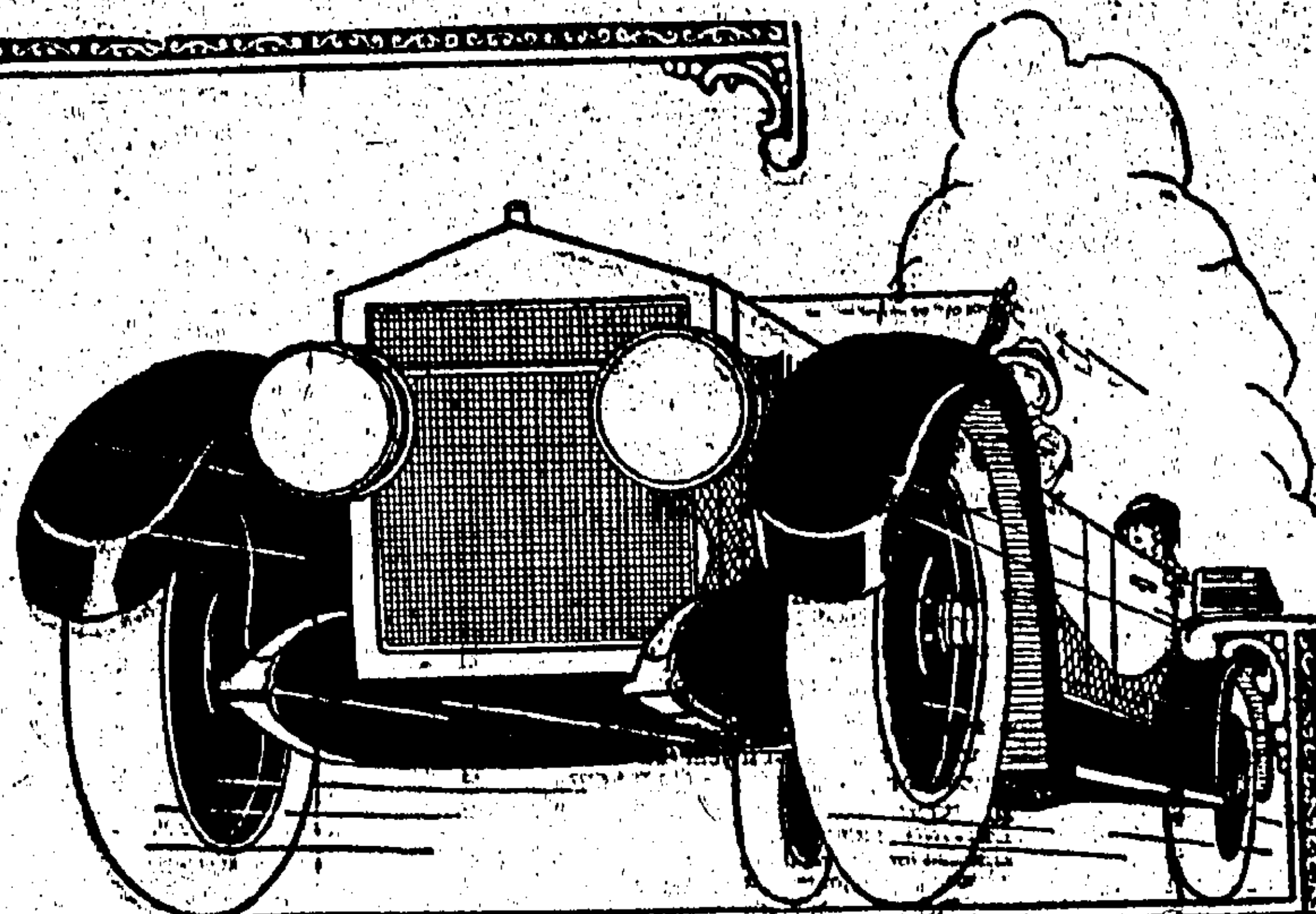
The Error:—Declarer trumps with Jack of spades.

The Correct Method:—South should discard 9 of hearts. He should not weaken his trump strength. No matter what cards opponents' play, game is now assured.

The Principle:—When holding only four trumps in closed hand, and only three in Dummy, do not permit strong hand to be forced.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 16th MARCH, 1933.
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BATTERY TO MEET
EVERY
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WU	6v	11 plate
	90 amps	
L.	W.	H.
9 1/2"	7"	8"

Price H.K. \$14.00

Type: —

BT	6v	13 plate
	110 amps	
L.	W.	H.
10"	7"	8"

Price H.K. \$19.00

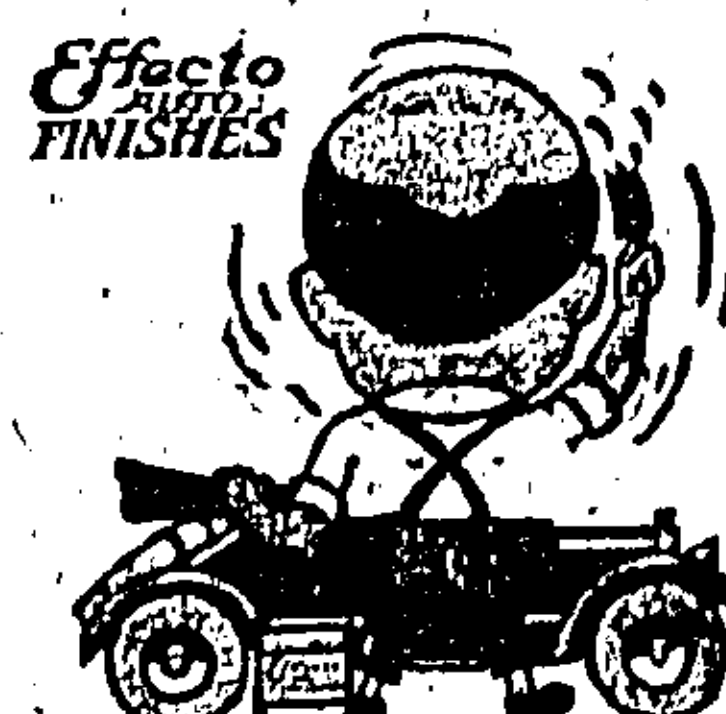
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Garage
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ACCESSORIES

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ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

FORE OR AFT?

Elephant Illumination.

CEYLON'S LIGHTING PROBLEM.

In Ceylon the traffic problem is the elephant.
He is the 10-ton truck, the tractor, jaywalker, and road-hog all in one, and he meanders, in large numbers, at a low idling speed along the 112 miles of motor road between Colombo and Kandy, to the grave annoyance of motorists, who prefer to travel a little faster than elephant pace.
In daylight he can be observed at some distance, but after sunset his protective colouring makes him inconspicuous. Now, there is a little controversy as to how he should be illuminated. The municipal council favours a white light in front and a red one at the rear, and motorists agree. Non-motorists consider a white light on the neck would be sufficient, while the owners of the elephants—a somewhat conservative people—dislike disfiguring their pets with any kind of radiance.

PLAN NEW TUNNEL.

Plans for a tunnel under the Delaware river connecting south Philadelphia with Gloucester, N.J., have been filed with the War Department. The tunnel will be designed along lines of the Hudson river and will be about 6000 feet long. The estimated cost is around \$20,000,000.



CURRENT COMMENT

Segrave's Triumph.

When Major H.O.D. Segrave announced his intention of giving up speed contests, after establishing a world's record in 1927, the majority of people took him at his word; but they did not allow for the spirit of Britain's famous speed fiend. Later on, he qualified his statement to the effect that he really meant that as long as the world's speed record was held by England, he would be content to rest on his laurels. When America's representative, Mr. Ray Keech made it known that he was out to shatter the Englishman's record, Major Segrave immediately indicated that should another record be established, he would make another attempt to regain the record for England. That he has now done so in such an overwhelmingly convincing manner stamps him as the greatest speedster that the world has yet seen.

Outstanding Quality.

The fact that it has been made possible to produce a land machine capable of such a tremendous turn of speed calls for the highest possible praise for both the designer and manufacturer. The strain imposed on the mere mechanical element must be enormous, and that every obstacle has been successfully surmounted provides a glowing tribute to British motor engineering.

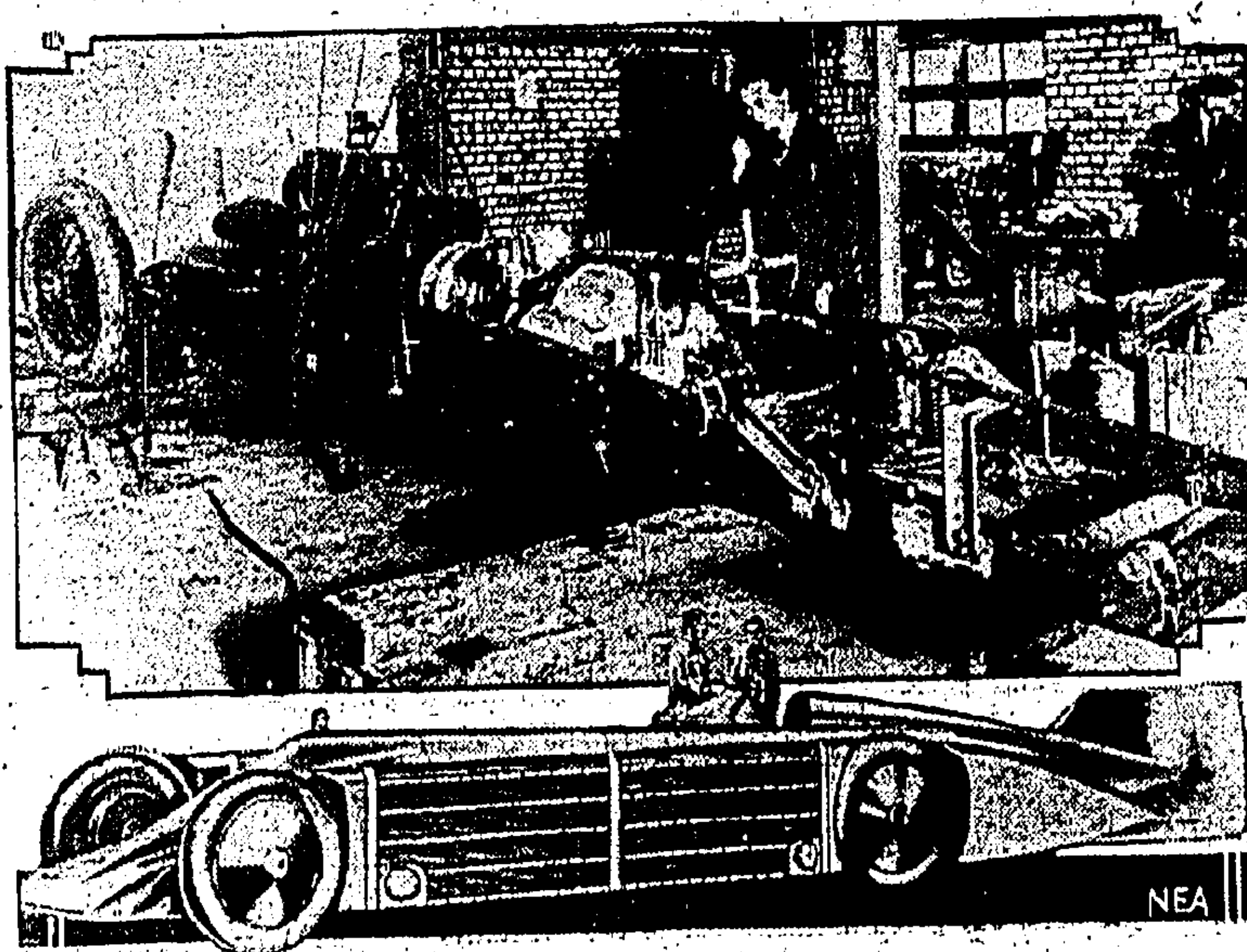
The Tragic Sequel.

At the time of writing the above note, news of the tragic sequel had not arrived in Hongkong. The universal feeling of admiration which swept the world at the news of Segrave's success has now given way to the most sincere sympathy for the courageous American, Mr. Lee Bibb, who was chosen to pilot the "Triplex" racing machine. There is no need to go into the merits or demerits of these contests, rather would we join in with the world-wide sympathy at the greatly deplored death of Segrave's contemporary.

Kowloon Traffic.

Those progressive minded citizens of the Peninsula who have endeavoured to impress upon the Government the need for early re-arrange-

MAJOR SEGRAVE ATTAINS SPEED OF OVER 231 M.P.H.



World-wide interest was created when Major H. O. D. Segrave announced his intention of endeavouring to create a new world's record for speed on land and sea. At the time of going to press with this Supplement, news has been received that this daring British motorist succeeded in reaching the tremendous average speed of 231.36246 miles per hour at Daytona Beach, Florida, U.S.A. on March 11th. His performance with the motor boat "Miss England" will be awaited with much interest. The above pictures show the car (which cost £18,000) in process of construction, and (below) as it appeared when finished.

and is known as the "Andrew Harper Building."

Absurd Restrictions.

We understand that the Public Works Department declines to grant residents the necessary permission to erect private garages adjoining their residences on certain parts of the Peak. This attitude is naturally causing annoyance, especially when an owner-driver has received authority from the Traffic Department to use a road not ordinarily open to motor traffic. The garage problem confronts every owner in the Colony, and there appears to be no reasonable objection to owners erecting their own garage whenever possible. Hongkong suffers from far too much red-tape, and a little more consideration should be shown to residents who ask for the most trifling favours. It is difficult to understand the attitude which forbids a citizen providing shelter for his car! Such a ruling makes it natural that those affected should point to the garaging facilities provided for Government Servants.

Licences.

We understand that when licences are renewed in July next, the Traffic Department will introduce the disc system, as used at Home, where this method has been found of the greatest assistance in checking licences, and it is expected that it will prove equally helpful here. The Traffic Dept. will provide the licence in the circular form, but owners of vehicles will be required to provide the fitting to hold it, which must be affixed on the near side.

Another Regulation.

Another Regulation which will come into force on the same date makes it necessary for all left-hand drive motor vehicles to be equipped with a mechanical signalling device. This is, of course, most necessary, although we think that some guide should be given as to the type which will be approved, and further, where such device may be obtained. This latter remark also applies to the licence holders, because although a Regulation may state that a certain fitting has to be attached to cars on a certain date, unless that fitting is available, the motorist is placed in a rather unfair position.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association.

TRIPLEX ON THE NEW FORDS.

Greater Passenger
Safety Secured.

When the new Model A Ford car was being designed, one of the factors which was given most careful attention was that of building into the car every possible safeguard against accidents.

One of the most striking discoveries in the analysis of automobile accidents was that 65 per cent. of all the injuries resulting from motor car accidents were being caused by flying glass. The analysis also showed that in the great majority of cases the dangerous pieces of glass came from the windshield of the car.

So Henry Ford and his staff decided that the windshields of the new Model A Fords should be of shatterproof glass, and the Ford Motor Co. installed its own glass plants to make Triplex shatterproof glass.

The process of making this glass is one of the most interesting and newest developments in the automotive field. The windshields are made of two sheets of fine glass, sealed together, under high pressure, by a layer of crystal-clear material of cellulose base which holds the glass together in case it is cracked or broken by impact. Repeated tests have shown that not even the smallest particles of glass from these windshields can break loose and fly when they are struck the heavy blow that so frequently causes serious injury to driver and passengers.

NO TRAFFIC JAMS.

There are only 22,500 motor vehicles in Russia, or one to every 6,200 inhabitants. Only one nation has a lower motor census; that is China, where the streets are built for rickshaws.

H. C. Shirasole, Esq.,
Mrs. D. Manners,
C. J. Woodhouse, Esq.,
H. J. Esterline, Esq.,
J. McCormack, Esq.,
R. N. Thicknesse, Esq.,
J. S. Flegg, Esq.,
Capt. F. G. Le Gros,
Rev. F. Short.

Look out for—

THE
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SINGLE CYLINDER
SIDE-BY-SIDE VALVE
HARLEY-DAVIDSON

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THE GASCON MOTOR CO.,

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ACCESSORIES IN STOCK.

QUALITY
lubrication for your car
—based upon proved
engineering skill.

To get the best lubricating oil for your automobile engine you must (1) obtain oil of exceptional lubricating value, and (2) make sure through engineering study that the body and character of that oil are scientifically correct for your engine.

As the world's oldest and largest specialists in lubrication, the Vacuum Oil Company points to one forward step after another which has given motorists better lubrication.

In the early years of the automobile we were first to specify a correct oil to meet the lubricating needs of each individual car.

In recent years we were first to provide an added lubricating margin of safety against to-day's high speed, high compression, high temperature operating conditions.

And during all the years, we have kept first in importance the quality standards that have made Mobiloil the world quality oil.

That is why Mobiloil is the most asked-for oil among motorists everywhere. You, too, will always be sure with—

The World Quality Oil

Mobiloil

VACUUM OIL COMPANY.

Homeward Bound Motorists

OUR BUY BACK GUARANTEE MAKES MOTORING TROUBLE FREE

NEW CARS
We supply ANY MAKE of new car and always have in stock a good selection of all the most popular models.

USED CARS
A large number of thoroughly sound and reliable cars not more than a year old await your inspection and trial at our GARAGE.

REGISTRATIONS, INSURANCES, DRIVING LICENCES, etc., are all arranged for you, and the car you select is handed over to you ready to drive away.

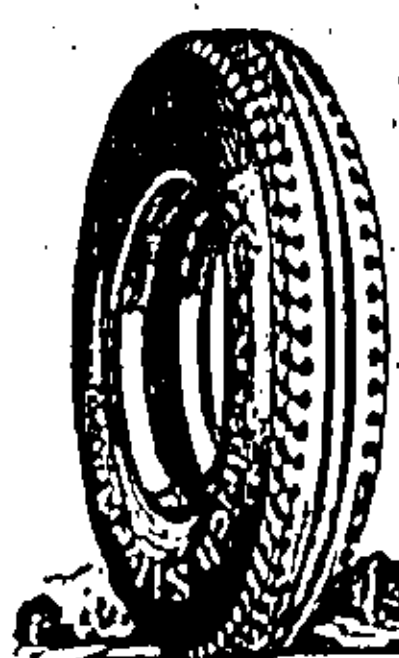
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ORIGINATORS OF THE BUY BACK GUARANTEE
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"Best in the long run"

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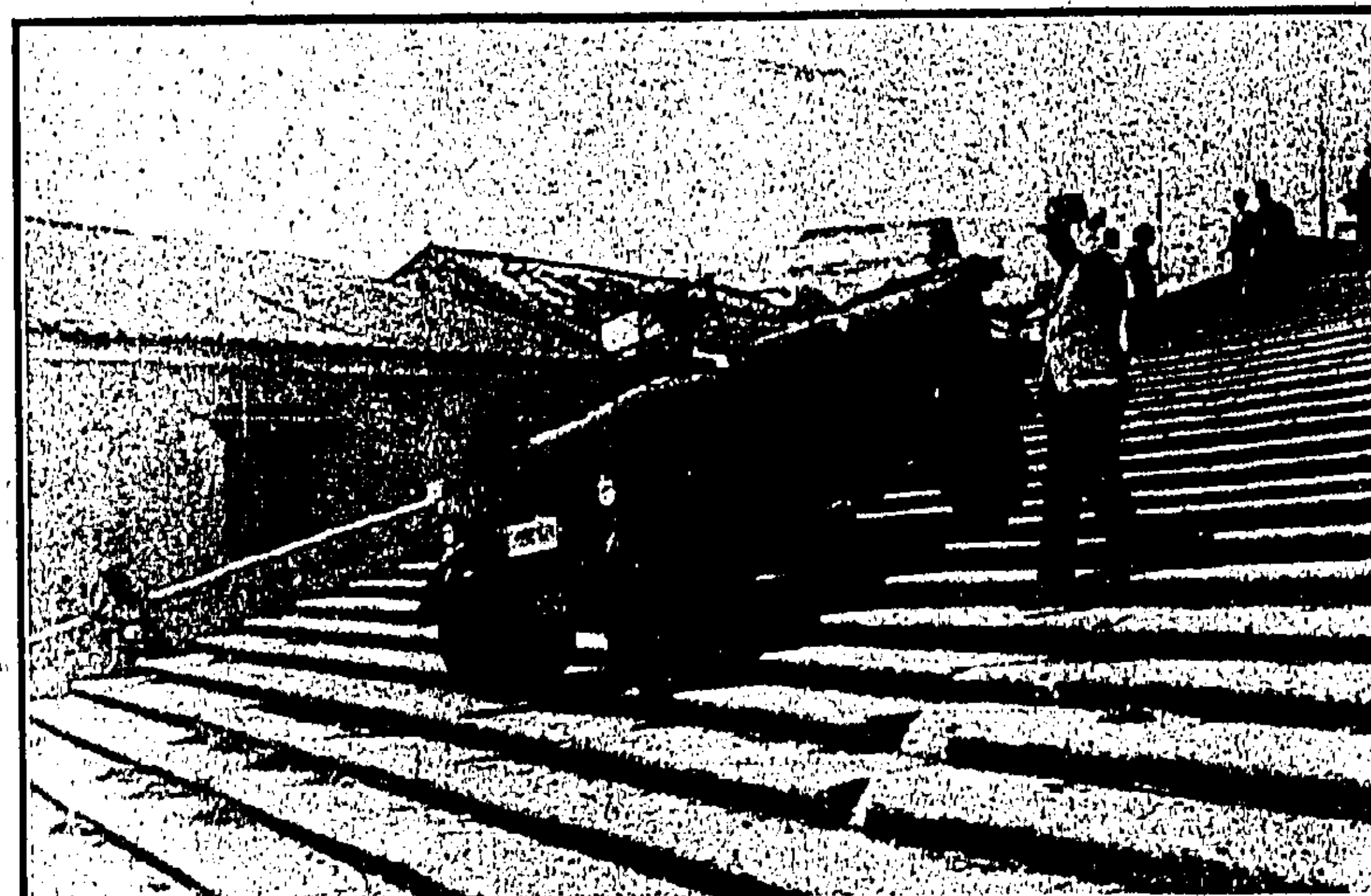
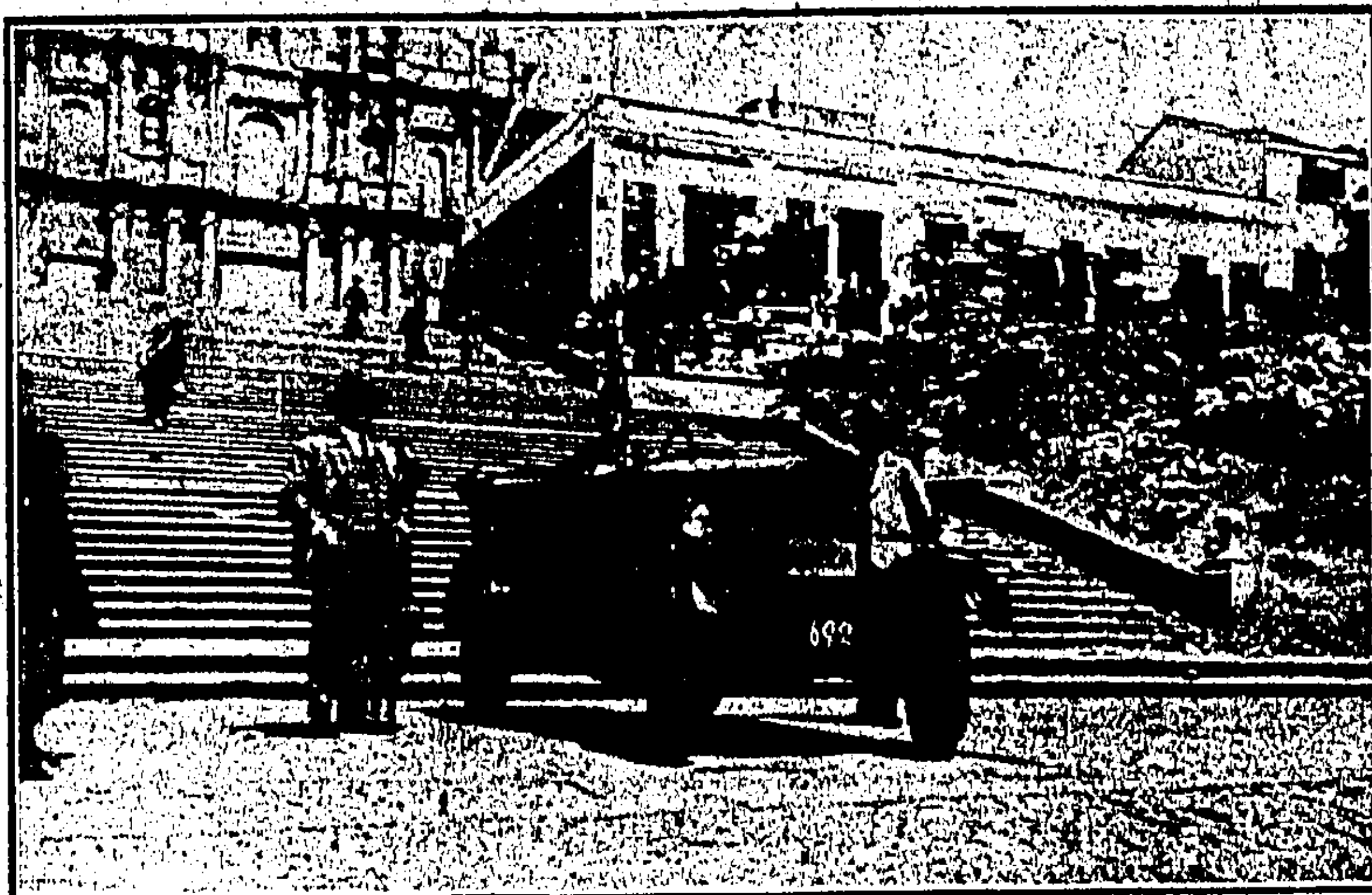
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All sorts of Automotive Accessories also in stock.

Public buses can show you the facts about Goodrich Silvertowns. They give—
—added mileage, yielding more deliveries from a single set of tires
—continuous mileage, freed from trouble, which gets deliveries to customers on time
—sturdy mileage, caring little for rough going and heavy loads.

TROJAN CARS SHOW THEIR METTLE AT MACAO.



On Thursday, March 7th, an interesting demonstration of the sturdiness of the popular little Trojan cars, was given at Macao before representatives of the Army, Public Works, and the Postmaster-General. Mr. A. J. Allison, of Messrs. Lane, Crawford's Motor Dept. was the demonstrator, and among other tests, drove the car up and down the flight of steps in front of the famous ruins of St. Paul's Cathedral. The model used was a standard four-passenger, equipped with solid tires, and the most favourable comment was forthcoming as a result of the demonstrations. Trojan cars, are built by the well-known Leyland factory, and they have won an enviable reputation in all parts of the world on account of their rugged construction, and excellent performance.

ANOTHER SAFETY RULE.

For safety's sake a horn should be in such a condition that it will respond at a mere touch of the button.

MOTOR CYCLE OR SMALL CAR.

The Former an Entirely Different Machine.

STARTING FROM COLD.

The prophets are telling us that we are going to see during the coming season a great battle for popular choice between the baby car and the motor-cycle; it is, we are told, to be a fight to the finish writes Mr. Kenneth Fraser. No doubt there will be efforts on the part of the manufacturers of baby cars to capture customers from the ranks of motor-cycling; a certain amount of effort, in fact, goes on now and has been going on for some years. But that there should be any fierce "battle" seems to savour of exaggeration, of an attempt to frighten possible motor-cycle buyers into the small car market.

What those who are not closely in touch with motor-cycling invariably fail to realize is that motor-cycling contains vastly different elements in it. At one end are those who are at heart really car folk. They may own a combination because they seek economy or because they have no room or are looking to the day when they shall own a four-wheeler.

Border-line Cases.

There are many hundreds of people in this category, and being border-line cases, with strong leaning towards the car, they are the people who will be captured by a small car salesman's efforts.

On the other hand there are still thousands of people who have no desire for a four-wheeler; they know and appreciate the combination and the solo machine, and they do not—as so many suppose—use motor-cycles as a sort of substitute for the car, with an air of envy, always wishing in their hearts that they could scrap their mounts and buy a car. Thousands have no desire for anything but the motor-cycle, and would probably sell a small car if it were given to them as a present. Motor-cycling is not a substitute; it is the beloved sport and recreation of a vast section of the public, and will not be killed by the cheapest car.

I have been somewhat taken to task for a few remarks a short while ago on the apparent great

falling off of motor-cyclists during the winter months, but one rider, while agreeing in the main with my words, suggests that there are fewer idle car outfits on the road during the winter, owing to the fact that sidecar passengers suffer from cold.

There is something in this, for apart from the fact that one does not move a single muscle for hours on end, in sidecar there is also the absence of anything to fill one's thoughts and remove them from concentration on one's feeling of intense cold.

Starting from Cold.

A good deal of this may be due to the fact that some wind-screens have either no celluloid windows at all through which the passenger can look forward on to the road or have windows that have become practically opaque. Therefore, it seems a good thing to add to one's arrangements for the sidecar passenger's comfort in the way of rugs, hot bottles, thermos flasks, etc., by making sure that he or she can see the road ahead. Having something to look at and being able to take interest in their surroundings will prevent them at all events from thinking of nothing but how cold they feel.

A good hardy annual is "starting from cold." Possibly more words have been written on this subject than any other in the whole art of riding a motor-cycle. If there were some nostrum or formula that would clear away the difficulty often experienced in getting a start in nippy weather, it would make a fortune for the inventor. There is not, but one can suggest that it is not the heat of things to flood the carburettor and set it on fire. This has been done; it is done on occasion; but it is not to be recommended. The dangers are too obvious.

A dustar soaked in hot water and wrapped round the carburettor is a safer scheme to follow; but several applications will, be necessary, as the heat radiates away very swiftly, especially when it comes into contact with cold metal.

SHARING PROFITS.

Firestone Staff's Co-Operation.

A PAYING SYSTEM.

Encouraging employees to own stock in the company employing them seems to be working out in a manner very satisfactory to all concerned in every industry where the plan has been tried.

Perhaps the most outstanding example of employees owning stock in their company, at least on such a vast scale, is at the Firestone factories in Akron. Each of the 14,000 employees is a stockholder.

Firestone company officials state that employee ownership of stock is one of the best moves the company ever made for personal efficiency.

Although naturally every effort has always been made to keep the quality high, the best results cannot be obtained without the active co-operation of the workers. Once they become part owners of the business and realize that poor work cuts down profits, there is a surprising change in their attitude toward their work. Waste is watched very carefully and poor workmanship is taboo.

In sharing the earnings of an industry with its workers, modern management is simply proving its efficiency, too. They have found a way to get people to really put their best efforts into all they do.

EXPENSIVE MOVE.

Fully half the buildings in Paris would have to be moved if streets were to be widened to the width they should be to accommodate the city's traffic, Police Perfect M. Jean Chappay believes.

JANUARY RECORDS.

Highlights of Chrysler.

Chrysler set out on the new year holding third rank in dollar sales among members of the National Automobile Chamber of Commerce. Sales of cars in 1927 were 192,083 as compared with 170,892 for the year previous. Net profits for 1927 were more than 6 times those for 1924 the company's first year. Export business in 1927 constituted 14.56% of the total volume.

Chrysler made at beginning of the year 1928, the widest range of products offered by any individual motor car manufacturer. Forty body types, including 15 custom-built creations, on 4 different chassis.

Plant equipment of the Chrysler Corporation, at the first of the year, comprised 12 units in the United States and Canada. Factories—Highland Park, producing "52" and "62" models capacity approximately 1,000 cars daily; Jefferson Avenue, Detroit, building Imperial "80" and "72" models; Kew-Forest Avenue, Detroit, body manufacturing; New Castle, Indiana, forging and machining; Dayton, Ohio, service parts depot. In addition, Chrysler interests were being forwarded by the Societe Anonyme Chrysler, Belgium, and the Chrysler Company M.B.H. Germany.

Lower prices \$50 to \$100 on "52" and "62" models, January 10. During the week following the reduction, more retail orders in Detroit and New York than for the entire month of January the year before.

Chrysler gained all speed and distance records for Australia.

One GILLET entered. ONE GOLD MEDAL
Some SUCCESSES obtained in 1928 by
Mr. CLARK an amateur with his GILLET
500c.c. two port

LONDON-EXETER

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COLMORE CUP

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LONDON-LAND'S END

SCOTTISH 6 DAYS

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Incorporated in England
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GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H. K. A. A.

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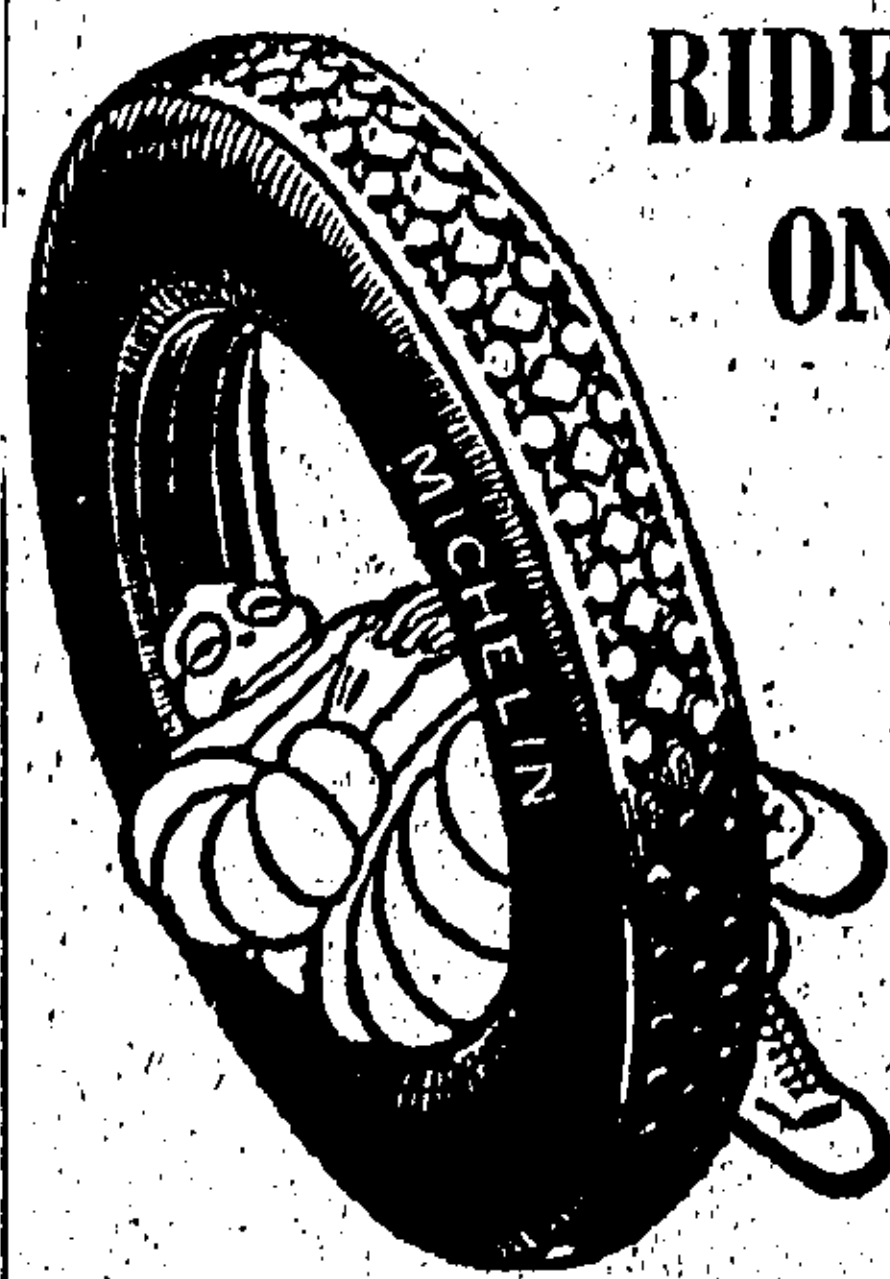
4th Floor,
China Building.

Depot

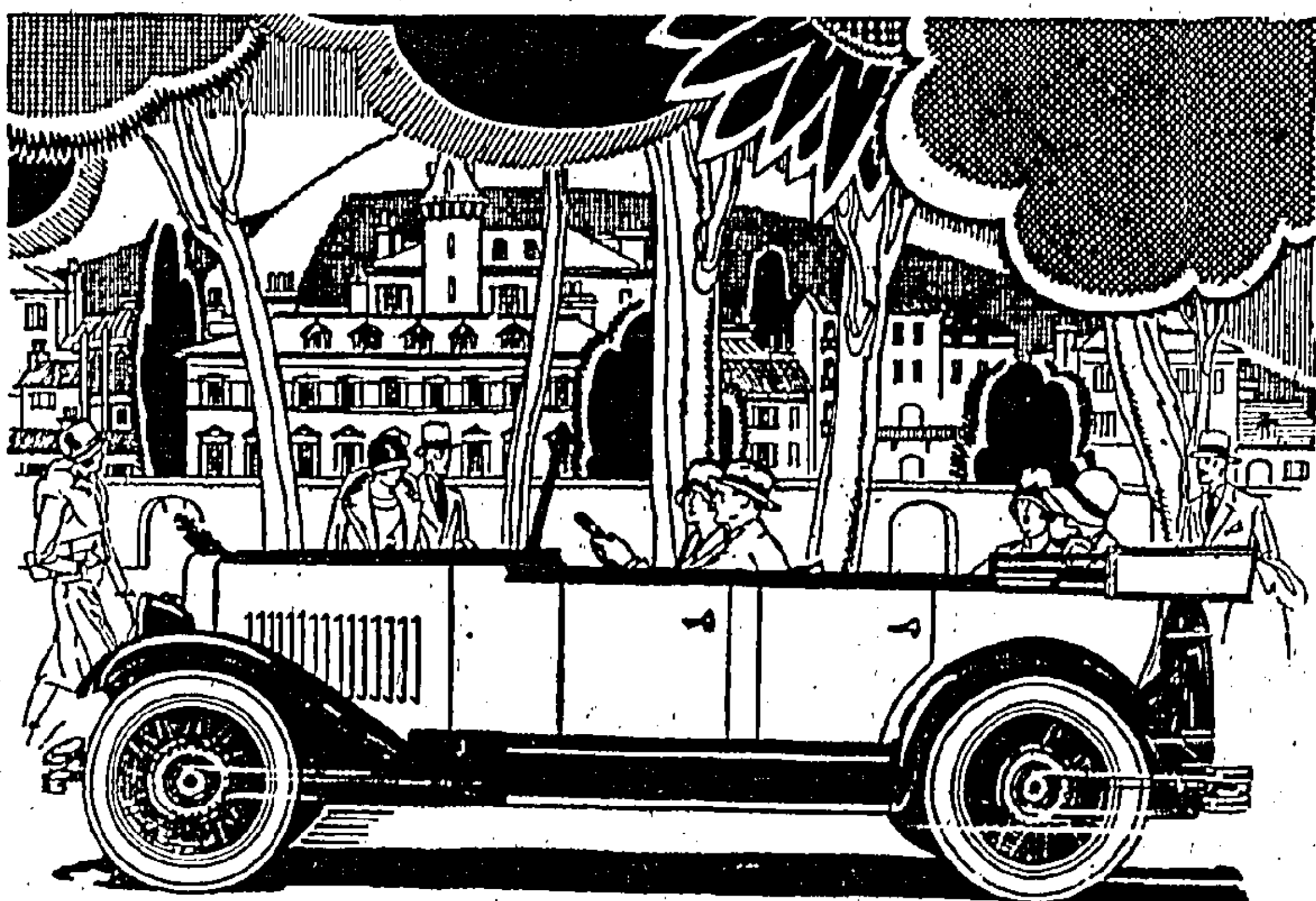
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MICHELIN



STYLED for BOULEVARDS ... POWERED for TRAILS

YOU must make your own tests to fully appreciate the 6-cylinder capabilities of Studebaker's new Erskine Six Tourer. In official tests, sedans and coupes of this new Erskine Six averaged more than 34 miles per hour for 24 continuous hours!
The more powerful 6-cylinder engine in Studebaker's new Erskine Six laughs at hills and heavy going. Abundant power permits smooth top gear performance in congested traffic—eager acceleration. Advanced engineering enables Studebaker to offer greater economy of petrol and lubricant combined with greater ability. Balloon tyres and shock absorbers give luxurious riding comfort. See this low-slung five-seater body, with its gay caliche colour, hand polished to perfection. The more you know of automobiles, the more you will thrill to this new Erskine Six Tourer. Judge this Studebaker value here today.

HONGKONG HOTEL GARAGE

STUDEBAKER'S

ERSKINE SIX

CARS which assure
ENJOYMENT
AND—
SATISFACTION.



Trial runs gladly arranged
**THE HONGKONG HOTEL
GARAGE.**

Hongkong Telegraph.

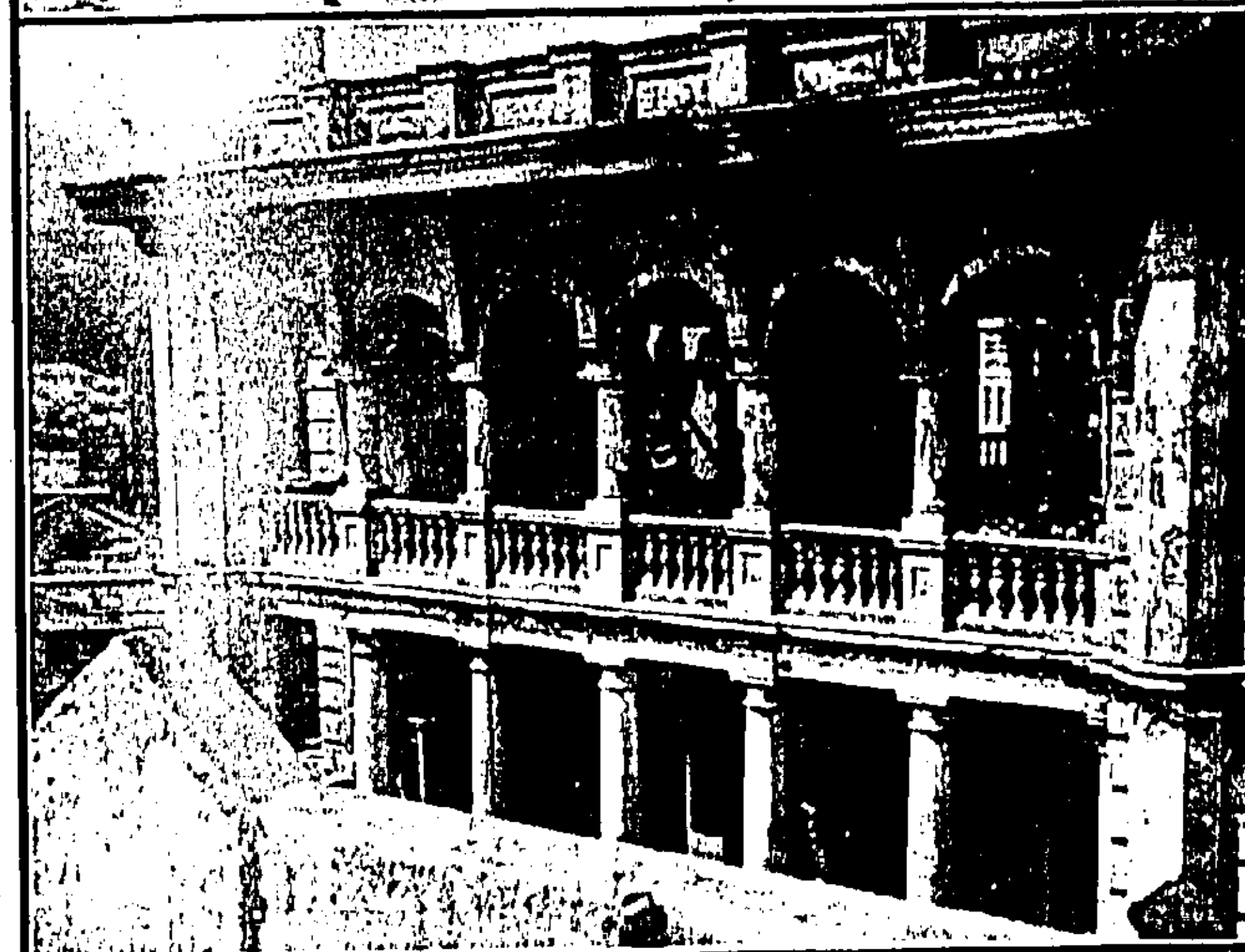
Pictorial Supplement

March 16th, 1929.

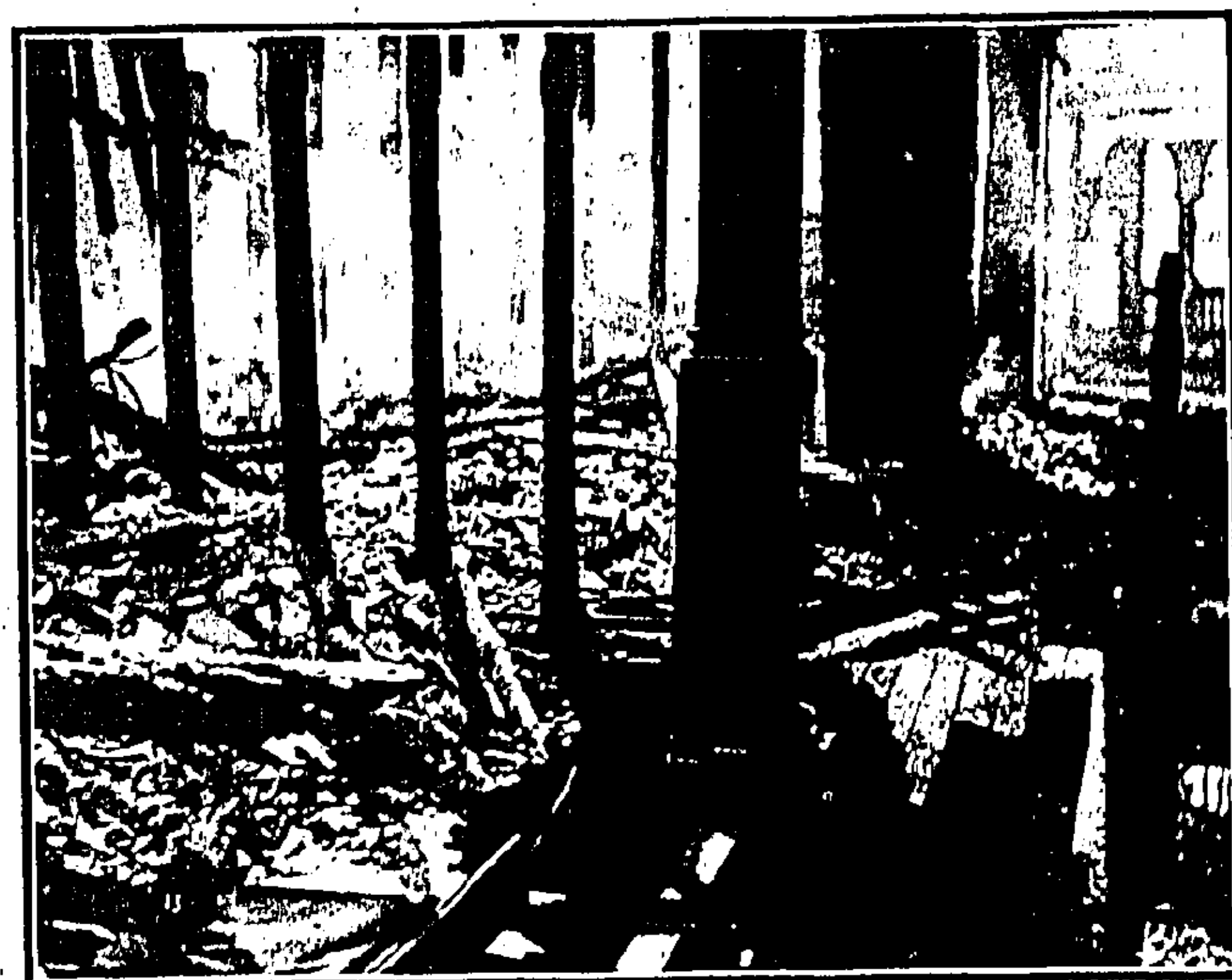
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Can always be relied upon for
GENTLEMEN'S WEAR
Good value, reliability with
smartness being their aim.

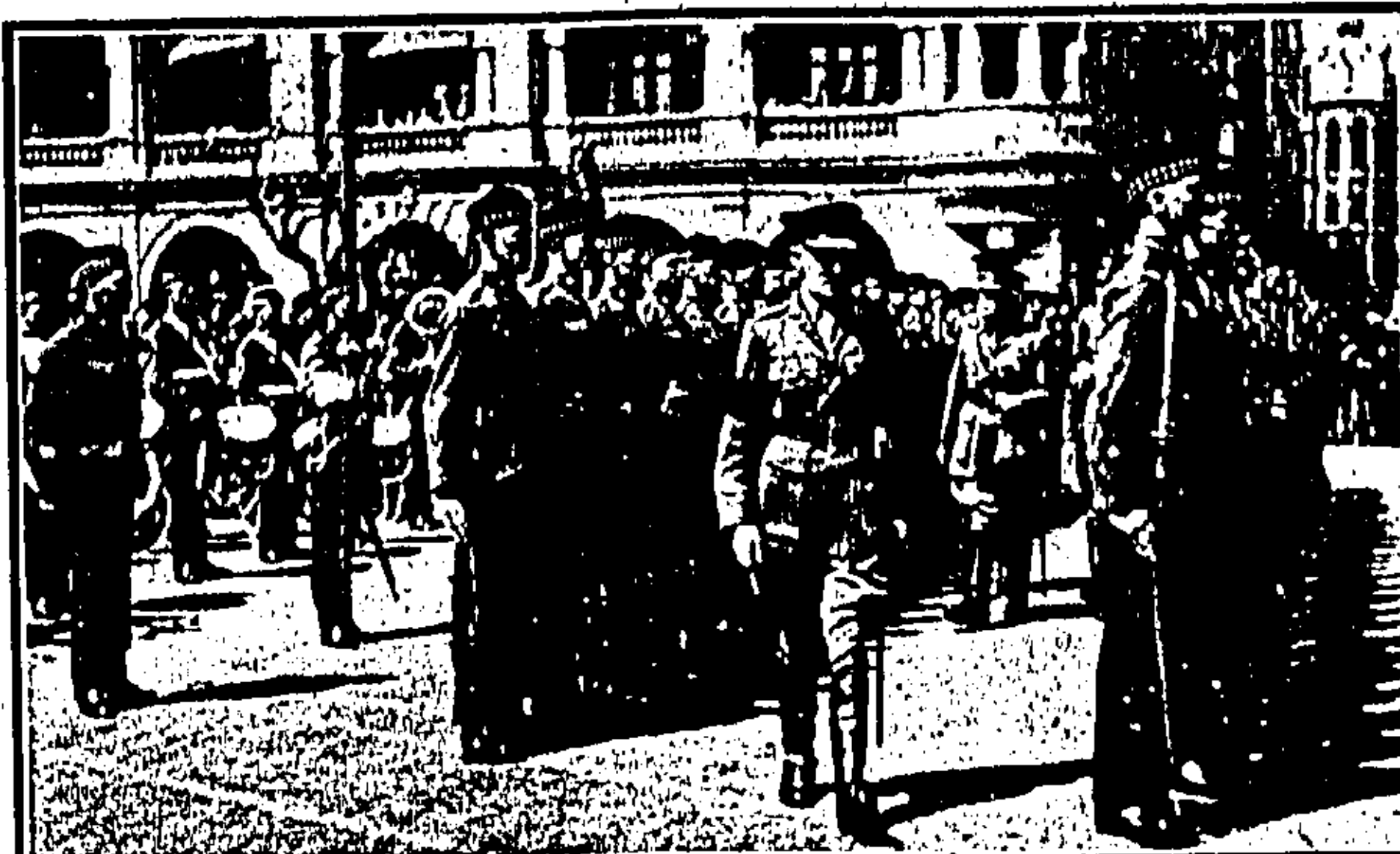
NEW SPRING GOODS.
Just unpacked.



The above two photographs, taken on Monday morning, show the extensive damage which was caused at the King Edward Hotel by the fire which broke out in the early hours of the morning. (Photos: Mee Cheung).



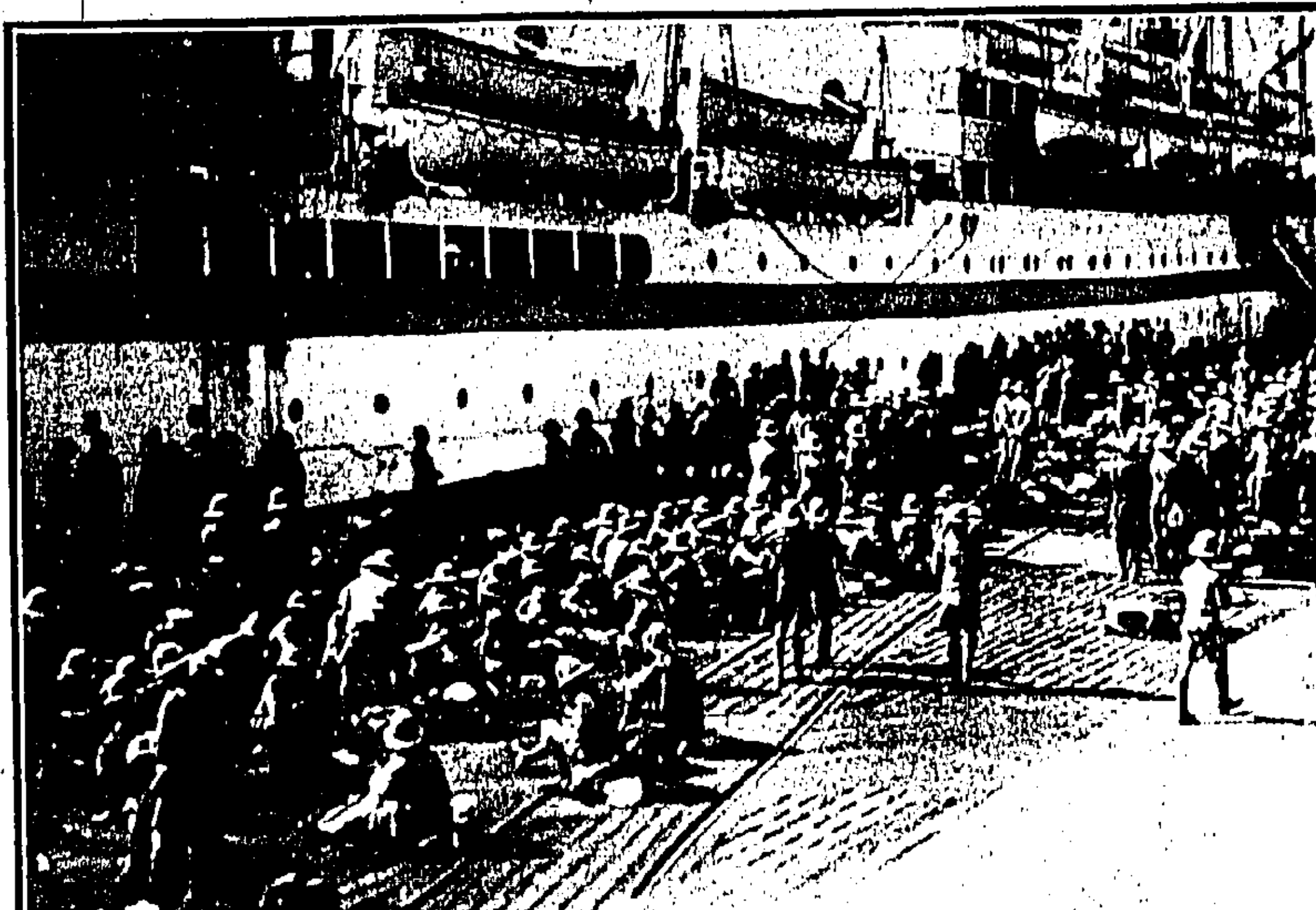
Just a row of gutted and blackened posts is left of what was the second floor of the King Edward Hotel. Note the collapsed portion of the floor in the lower right hand corner. (Photo: Mee Cheung).



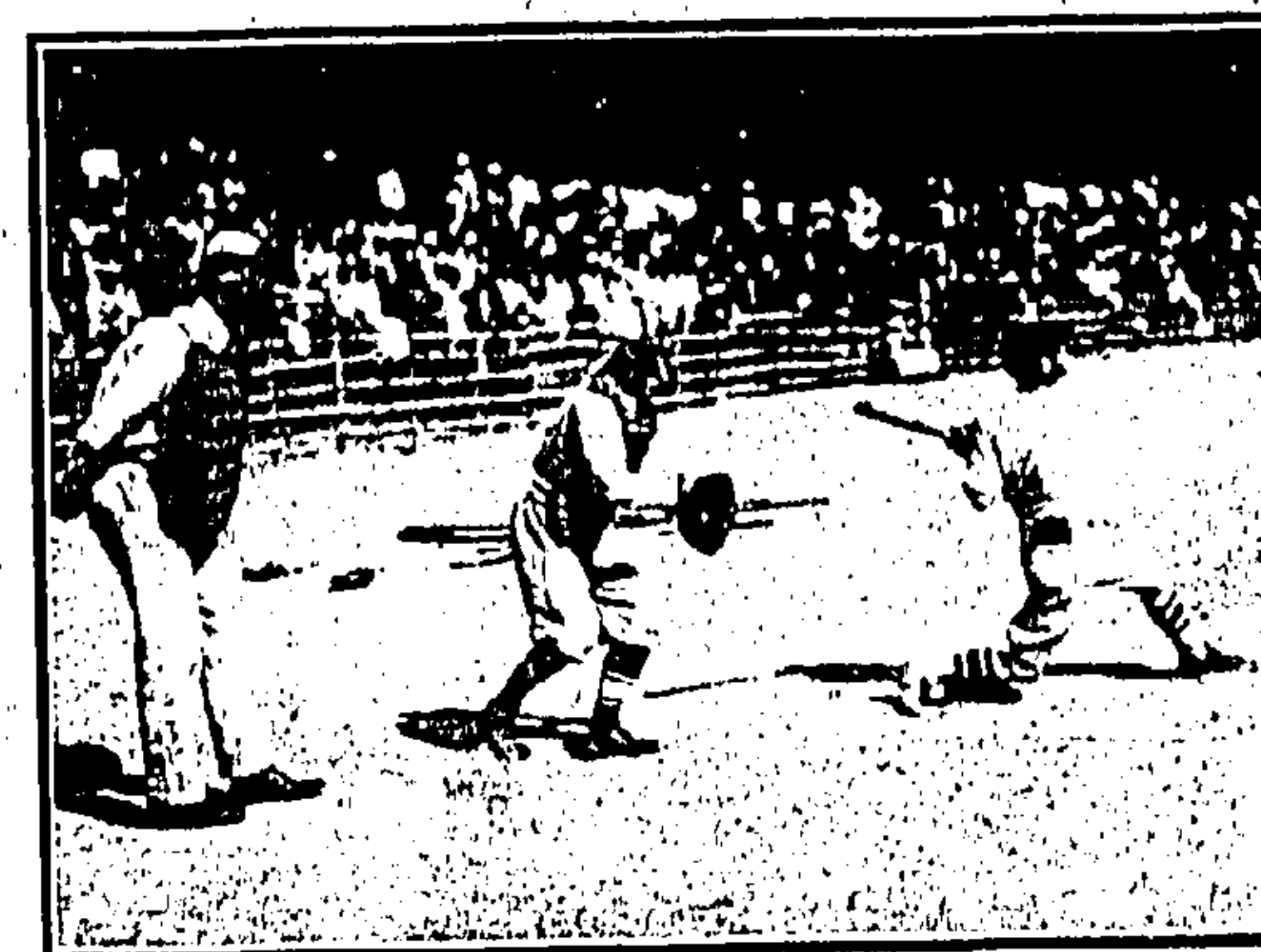
Major-General C. C. Luard is here seen inspecting the Guard of Honour provided by the K.O.S. Borderers when he left Queen's Pier on giving up the South China Command. (Photo: Ming Yuen).



Residents of Kowloon gave a Garden Party on Wednesday of last week in honour of the Hon. Mr. J. P. Braga and the Hon. Dr. S. W. Tao, who were recently nominated by H.E. the Governor to seats on the Legislative Council.



A busy scene of embarkation at Holt's Wharf when the Belds and Herts. went aboard the s.s. Dorsetshire, en route for India. (Photo: Mee Cheung).



A very fast game of baseball was seen at Happy Valley on Sunday when a team from the American Asiatic Fleet defeated a local team composed of Chinese and Filipino players. (Photo: Mee Cheung).



Mr. Ho Kom-long was again among the successful owners at the Extra Race Meeting, held on Saturday. (Photo: Mee Cheung).



Major General C. C. Luard is here seen saying good-bye to Sir Shouson Chow and others on Queen's Pier on Thursday in last week. (Photo: Ming Yuen.)



Dr. G. M. Harston, who on April 13th will be leaving Hongkong after an active practice in the Colony extending over 31 years.

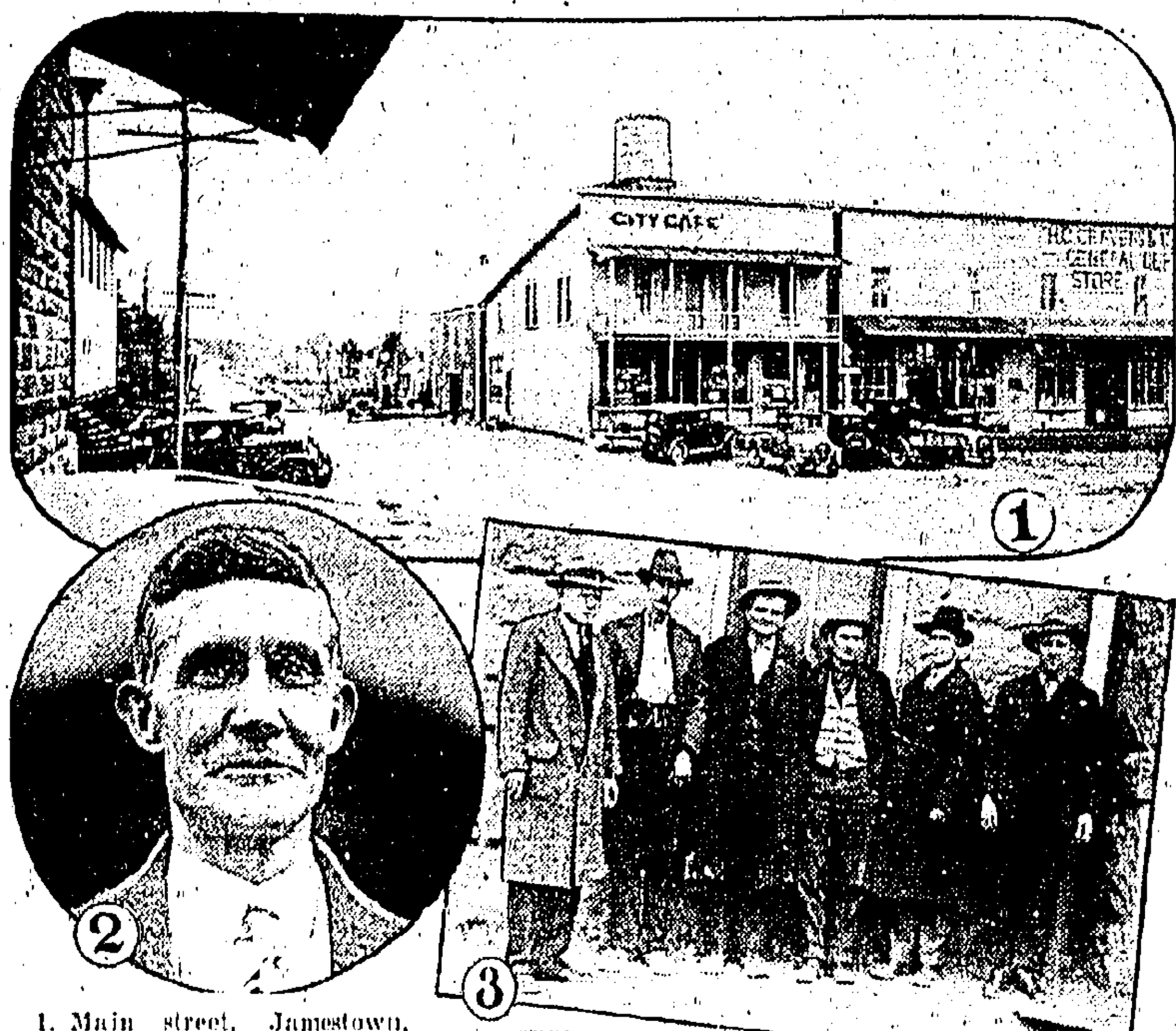


Just prior to the departure of H.E. Major General C. C. Luard, the above photograph was taken with the Army Hockey team which won the Slim Shield. Left to right, the players are: Back row—Cpl. Cane, 2/Lt. Ford, 2/Lt. Keeley, Lt. Burton, Capt. Vedder, Sergt. Dodds; Sitting—Lt. Dickinson, Major Greig, Capt. Wernicker, Capt. Dobbie; Front row—Sergt. Hooper, Q.M.S. Hanscombe. (Photo: Ming Yuen).



The above flashlight photograph was taken at the Bachelors' Ball, held on Saturday night at the Craigengower Cricket Club. A very enjoyable evening was spent by members and their friends. (Photo: Mee Cheung).

A NEW EVOLUTION TRIAL.
STORY OF INTOLERANCE FROM TENNESSEE.



1. Main street, Jamestown, Tenn.; 2. Professor Elmore Gentry, accused of teaching evolution; 3. The Pentecost county school board, before which the charges were filed; 4. and 5. Fred Dixon and Bart Jones, farmers and fathers of boy students, who brought the charges; 6. Sergeant Alvin York, Jamestown's most famous citizen, who showed deep interest in the case but refrained from expressing an opinion.

Jamestown, Tenn., Jan. 21.—Back in the rugged hills of Pentecost county, where Sergeant Alvin C. York won "shooting matches" with a turkey as the prize in the days before he shouldered a gun for Uncle Sam and marched to world fame, another Scopes case is looming.

Elmore Gentry is the chief figure in Tennessee's second evolution case.

Jamestown, the historic little county seat where Mark Twain's father and mother resided before they moved to Missouri, is the scene.

Gentry was charged by Bart Jones and Fred Dixon with teaching evolution. Both are parents of boys in his school. A book in the school library led to the charges. It teaches evolution.

When the school board convened to hear the charges, the prosecutors failed to appear and have him held to the April term within ten minutes the case was of the grand jury.

Fifty pupils of the school were present, ready to testify that their teacher had not evolution, like at Dayton several taught evolution. Other patrons years ago when Clarence Darrow were present, ready to back the and William Jennings Bryan principal.

Alvin York was a spectator. "I'm not much interested, want publicity, however. He is a though," commented the famous member of the Christian church and a believer in the literal interpretation of Scripture.

And town folk generally were unexcited.

But S. S. Parnell, young attorney books put in the school library and ney, was interested. He announced that he would swear out a state warrant, charging Gentry with violating the state law the theory of evolution in the public conflict with the Bible, so far as schools. He said that he would know, and he does not appear have Gentry taken before a justice proved of narrowness and of the peace and endeavour to bigotry."

EX-CONVICT'S HONOUR.
MAN WHO WON THE VICTORIACROSS.

A valued old friend-retired some years ago from the G.I.D.—stopped me as I was sauntering through Fleet-street (writes Vincent Wray in the Sunday News). "Have you heard that it is dead?" he asked, cryptically. I looked bewildered; and he hastened to explain. "One of the heroic epics of the great war. A convict who was always something of a mystery and made good. It is a coincidence that he has passed just before Christmas, for the two greatest and brightest episodes of his eventful career are associated with Christmas Eves."

Then I understood, and recalled the story.

Let me preface the narrative, however, by stating that the man "it" when he was last sentenced and sent to Dartmoor was known as "Renton." Admittedly, that was not his real name; but he refused to divulge his identity, and declared that he sprang from good stock, had been well educated, and was anxious not to bring dishonour upon his family.

All the same, he was "a bad lot." He had swindled and robbed, and twice he had been trapped when on burgling expeditions. The police generally regarded him as hopeless, and he was openly pronounced one of the most rascally of the person-alities which appear in the rogues' gallery at Scotland Yard. He was continually in and out of prison till the dramatic happenings which I will now detail.

The chaplain at Dartmoor, despite the sinner's misdeeds, had a kind of sneaking liking for him. This may have been because of his ready surrender to irksome and unpleasant discipline, or the streak of something better than himself which was occasionally peeping out.

Anyhow, the night before his release—two days prior to Christmas—the good clergyman chatted with him. "You were meant for finer things than you do," he said. "You claim to have been well brought up and to have had advantages, which most of your fellow prisoners lack. Why don't you live up to them and make good? Give me your hand and promise that you will try."

Seal of Secrecy.

There was a good deal more talk, and the convict told his kind counsellor his name—under the seal of secrecy. Later he told it to my police friend, again under the pledge of silence—and both promises have been honourably kept. I know, however, that the man was a degenerate offshoot of one of the noble families of our land.

Soon after leaving prison, Renton joined up.

But there was one thing he had absolutely forgotten—a thing that, with his experience, should have haunted his memory. He was on ticket of leave. It was his forgetfulness of this fact that led to a dramatic meeting with my police friend—and, incidentally, to the detective's breach of the regulations.

I like to visualise the scene as it was described to me by one of the chief actors.

A New Leaf.

The time was more than a month after Renton's enlistment. The setting was Stamford-street, Blackfriars, memorable for all time as the thoroughfare in which

saying too much. I have news for you, Mason." He had emphasis on the name. "Renton is forgotten—if, indeed, he ever existed. My dear friend, I have a message for you—the Commissioner of Police presents his compliments to Mason, V.C."

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Just come in and see our extraordinary stock of jewellery at most moderate prices—this is the jewellery store of saving values.

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J. ULLMANN & CO.
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VEGETABLES
CHOICE and PURE.

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THE HUMAN EYE

You cannot afford to take chances with your precious gift of sight. Know that your eyes are right!

LAZARUS

Hongkong's Only European Optician—Established 49 yrs.

Manager:—Ralph A. Cooper
F.I.C. Registered Optometrist.
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"The Home of Beautiful Shoes."

Room 7
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PATHE-BABY MOTOCAMERA

The little Cine-Camera that takes wonderful pictures.

Record in motion pictures your likes, parties, and other outdoor activities with this marvellous little instrument. Its simple operation and low cost of upkeep—makes it ideal for outdoors. Call in for a demonstration.

PATHE-ORIENT
16, Des Voeux Rd. C. Hongkong.
Tel. C. 626.

NO SPOTS, DIRT OR STAINS in This Package

Everything in it has gone through our cleaning process that removes spot, mud, paint and other stains entirely without the slightest harm to your clothes. No matter how well dressed you are you cannot have that "spick and span" feeling unless your clothes are perfectly clean. Our prices are right.

THE INTERNATIONAL DRY-CLEANING AND DYEING CO.,

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72, Caine Road.
36, Nathan Road.

CONTROLLING THE WEATHER.

WILL MODERN SCIENCE SUCCEED?

A booklet just issued by the Institute of Patentes contains the entry, "a means of regulating the rain supply," under the heading: "What is Wanted To-day." This idea must not be regarded as an impossibility in these days of rapid scientific progress (says R. F. Tiltman in the Daily Chronicle).

The probability of obtaining a measure of control over the elements is really not so fantastic as the suggestion appears at first glance, for the matter has received serious attention in the past few years.

Sir Oliver Lodge has referred to the matter, and declares that he does not see why we should put up with bad weather when we do not want it.

"Tapping" the Clouds.

Another British scientist, Professor A. M. Low, when discussing the matter with me, definitely expressed his opinion that we shall eventually obtain a certain amount of control over local weather. He did not suggest that rain would be produced from a clear sky, but rather that we shall be able to tap the rain clouds when rain is needed. Further, he suggested that it may be possible to move rain-bearing clouds from one district to another to spread the rainfall more evenly. We may also be able to dispel fogs.

In the past few years scientists in different countries have been engaged in research with some measure of success. Perhaps one of the most promising demonstrations took place at Dayton, Ohio, when an airplane was flown above rain clouds. Electrically charged sand was strewn on the clouds, and as a direct result there was a fall of rain in each case.

Even Distribution.

When discussing weather control it should be remembered that weather is a cloak which envelops the earth and travels with it.

centuries?

HOUSE-WORK BY ELECTRICITY.

WIVES WHO WILL OPERATE SWITCHBOARD.

Switchboard wives are coming. Before long, it seems, instead of having to spend the morning doing the washing or turning out a bedroom, wives will just spend half an hour operating a switch-board, and let the housework will be done for the day.

Simply by pressing a button or operating a lever "futurist" wives will be able to:

Do the week's washing.
Cook the dinner.
Make sausages for supper, and Clean the sitting-room all at once.

It is easy to see that the time is rapidly approaching when even the baby may be bathed mechanically, and by means of a simple device the beds may be made by turning a handle.

A visit to the Ironmongery, Hardware, and Domestic Appliances Exhibition, which opened recently at the Royal Agricultural Hall, provided a revelation of the latest "gadgets" for housewives. One invention exhibited, it is claimed:

Washes and wrings clothes.
Cleans and sharpens knives.
Makes ice-cream.

There is no suggestion of man remodelling the universe, but rather of obtaining a certain control over a purely local condition. The ideal is an even distribution of rain in place of the present state of floods in one district and drought in another.

The wish to "make rain" is probably the oldest desire of mankind. It dates back to the dawn of humanity, when the cave-man prayed to some rain god to save his crops. In early days the rainfall made all the difference between famine and plenty.

Will the efforts of modern scientists eclipse these ancient rites and achieve success where medicine men and magicians have failed for centuries?

Mince meat.
Makes sausages.
Father has not been forgotten. For him was shown a garden roller, the weight of which can be altered to suit the state of the lawn, and a trouser press which can be folded up and carried about with one.

For the commercial traveller and others who are compelled to spend much of their time in hotels there is a portable door lock which they can carry about with them to ensure that their bedroom door is always securely locked.

The hardware trade is very different to-day from what it used to be a few years ago, said Mr. H. O. D. Davies, one of the organisers of the exhibition recently.

"The up-to-date hardware-man is to-day as important to the housewife as the draper. In the old days he only supplied such things as nails and hammers, but to-day he stocks all sorts of modern appliances which have the work of the housewife."

DIET AND DISEASE.

(By Dr. D. Murray Lyon.)

Cheapness and other considerations have resulted in a great increase in the consumption of bread and wheat flour generally. The older methods of milling permitted all the necessary constituents of the grain to pass into the flour. Modern methods have robbed it of certain valuable elements. The mistaken idea that the purity of a flour was proportionate to its whiteness has lessened the value of our staple food.

The resistant outer coat or bran of the grain, being indigestible, acts as roughage, and the wheat germ is rich in vitamins. Both are removed in the process of milling. There is no doubt that the almost universal tendency to constipation is largely as a result of faulty feeding, and consumption of too great quantities of white bread, pastries and sweet cakes, which leaves little or no roughage.

GLIMPSES OF NATIVE LIFE.



A roadside cobbler at Shaukiwan, intent on the job in hand.—(Photo: W. Stone).

The White Horse Cellar

Estab. 1742

LET YOUR WHISKY BE "WHITE HORSE"
— You'll have no regrets —

Lane, Crawford, Ltd.
The Finest Whisky Procurable.

Naive Paris Styles for Spring

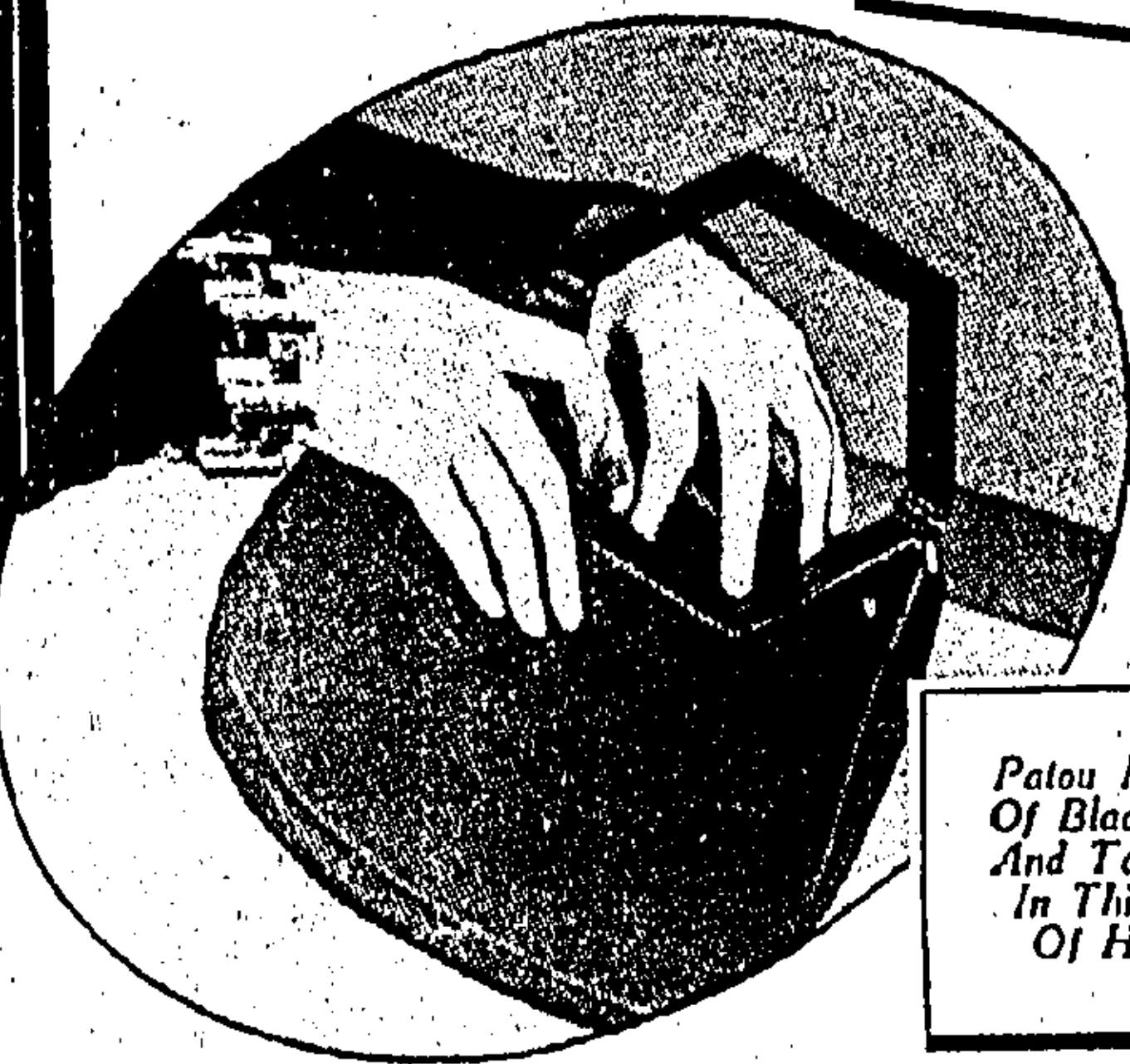


Madame Lucie Cossart,
Celebrated Pianiste,
Wears This Small Tulle
Of Felt and Feathers
Created by Blanchot.

This Blue Felt Toque
Was Made By Lely
To Accompany a Dress
In Two Shades of Blue
With Embroidered Trimming.



Dark Brown Trim
Fashionable Yellow
In a Sports Dress
From the Salon
Of Bernard et Cie.



Patou Makes Use
Of Black Antelope
And Tortoise Shell
In This Smartest
Of Handbags.



A Bernard et Cie Evening Gown of White Satin
Has a Deeply Swathed Hipline and Long Panels.
This Simple and Sophisticated Dress is Devoid
Of Ornament Except for a Red Shoulder Flower.



Horizontal Tucks at the Waist.
A Tiny Sash at the Back.
And a Sabot of Self Material
Distinguish This Patou Gown
Made of Navy Blue Crepe.

FRENCH collections for spring are full of pleasant surprises, rather than striking innovations.

The silhouette has not greatly changed. The hipline is still narrow, the skirt irregular and much longer, and the sleeve shows signs of increased importance.

In colors, it is well to mark the importance of yellow. Yellow enjoyed a great triumph at Palm Beach, and at the resorts along the Riviera, and is smart for day and evening as well. It is expected to take first position for the summer.

The colors for this spring are all on what is known as off colors. Undoubtedly the popularity of off white is responsible for this. Pure white is almost unknown now; it is grayed, pinked, or blue ever so slightly. And the number of off-whites is now legion.

Off colors are more sophisticated, this season, than pure color. A blue that is grayed, or a rose that is toned to rose beige is infinitely more fashionable than a color which suggests less depth.

All the Paris couturiers are making effective use of off colors in their spring creations. And the mode is delightful.

Philip et Gaston are doing very interesting things with off blues and grays, and toning them so harmoniously that they all but play scales.

With sport togs, the tuck-in blouse has achieved universal recognition, and you find it in heavy silk and satin, with the new lightweight tweed and jersey.

ILLUSTRATING the new vogue for yellow is the jersey sports outfit from Bernard et Cie shown at the upper right. It has V-shaped tucks and bands of brown. A very interesting touch, showing how the vogue for ornamentation is influencing sports attire, is the pendant of gold, with the dark brown stones, which is the highlight of the costume, and gives it that touch of completeness which is the aim of every frock.

Very interesting, too, is the Bernard et Cie evening gown at the lower left. This is made of white satin, with a deeply swathed hip and long panels in the side and back. Its simplicity is challenged only by the decoration, which is a spray of dark red velvet flowers on the shoulder.

Red is much liked as a trimming on white, both for day and evening. Smart little coats and cardigans of bright red velveteen or jersey are very snappy with a white silk or cotton pique sports dress, or with the simple one-piece white

crepe de chine. And red hats were never so accepted before.

Just the right shade of red in millinery—and one might as well admit this is not easy to determine—will cast the most rosy and youthful glow over the face. The Parisienne matches her hat and her lipstick, and would never make the mistake of using a red in millinery that is not in complete harmony with her cosmetics.

PATOU'S afternoon frock of navy blue crepe—illustrated at the left—is the answer to the question: "What shall I wear," nine times out of ten. It can be worn for any day occasion, and always has smartness and distinction. The horizontal tucks about the waist, the ever so tiny sash at the back, and the jabot of self material are salient style points. And the cut of the skirt, with its graceful but not too irregular hemline, is most becoming.

In millinery, Paris is quite interested in the new halo hats, that frame the face with a circle of light or of darkness, according to the taste of the wearer. Madame Jane Blanchot created the model at the upper left. It is of black felt with a bandeau of small white feathers across the brow. This chapeau, worn by Madame Lucie Cossart, pianiste, is just about as small, close-fitting, and smart as any hat need be.

Its band of white is very trying, of course, and demands a youthful face, a marvelous complexion and eyes that are not too tired.

A more generally becoming halo hat is the dark blue model at the top center. This hat points over the ears and is folded slightly across the forehead. It gives the effect of a halo, but a more wearable halo than the other.

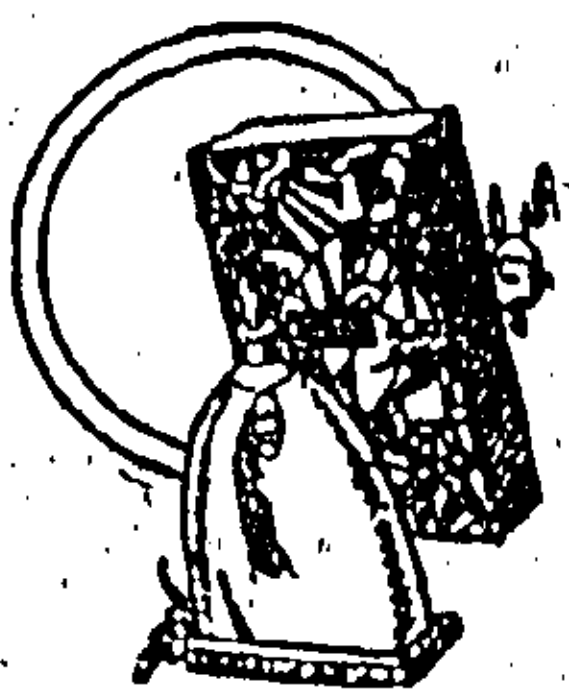
The Parisienne loves this type of hat, because she knows it has the inspired line across the face.

THE mannequin wearing the hat is dressed in a most attractive frock of blue crepe, embroidered in darker blue, and her sleeves have the new elbow cuff that is up-to-the-moment. The wide gold bracelet with the large green stones is one of the newest ideas in costume jewelry.

Another bracelet that is the rage in Paris may be seen on the hands that are just getting into the smart antelope bag shown above. This bracelet is made of jade, crystal and black, formed completely of large rectangular stones, one of Patou's latest pieces of costume jewelry that would grace a wrist to the queen's taste.

The bag of dignified elegance, has an oddly shaped top of tortoise shell and a wide opening so that it is possible to find one's carriere or lipstick without a complete revolution.

WE specialise in world-famous PERFUMES and FACE POWDERS and are now showing a dainty and fresh selection of COTY'S FAMOUS TOILET SPECIALITIES.



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Hongkong Telegraph.

Pictorial Supplement

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"Plus" Fittings
Fit

Instead of expecting your foot to conform to a stock shaped shoe, the makers of K Shoes have provided a special range of fittings for feet of individual shape. They are called K "Plus" Fittings and they have heel parts one fitting narrower than the foreparts.

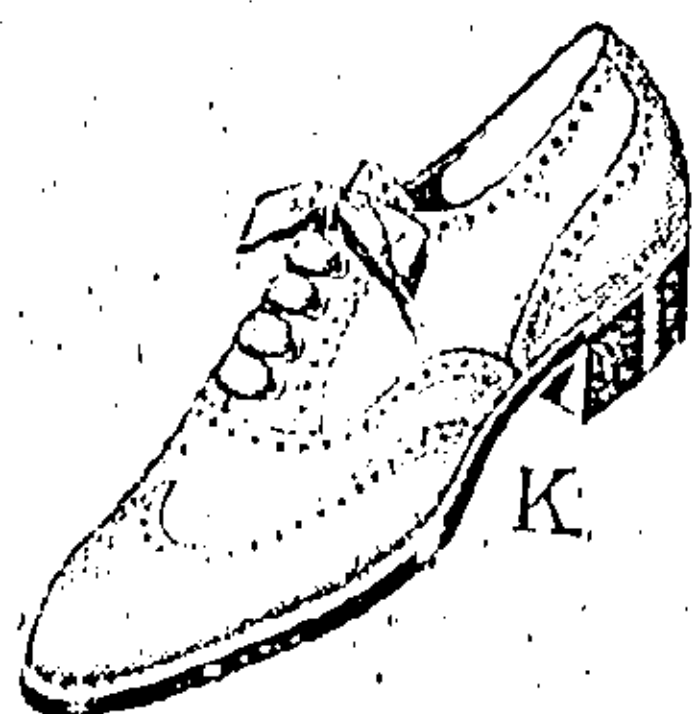
If your shoes seem too loose at the heel or too tight across the toes ask us to show you K "Plus" Fittings. There is a pair of K Shoes that will fit your feet to a nicety.

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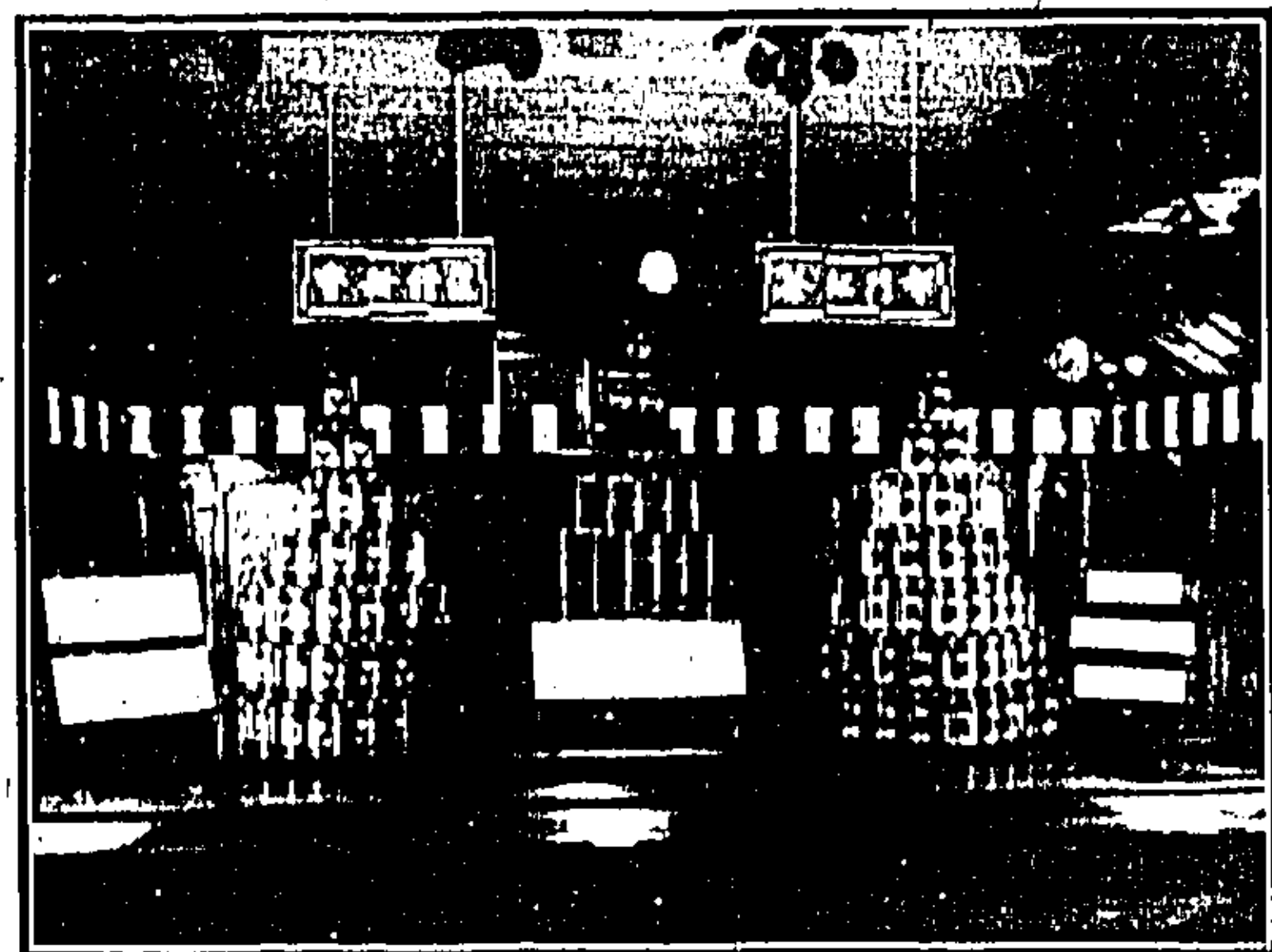


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DAVID HOUSE.

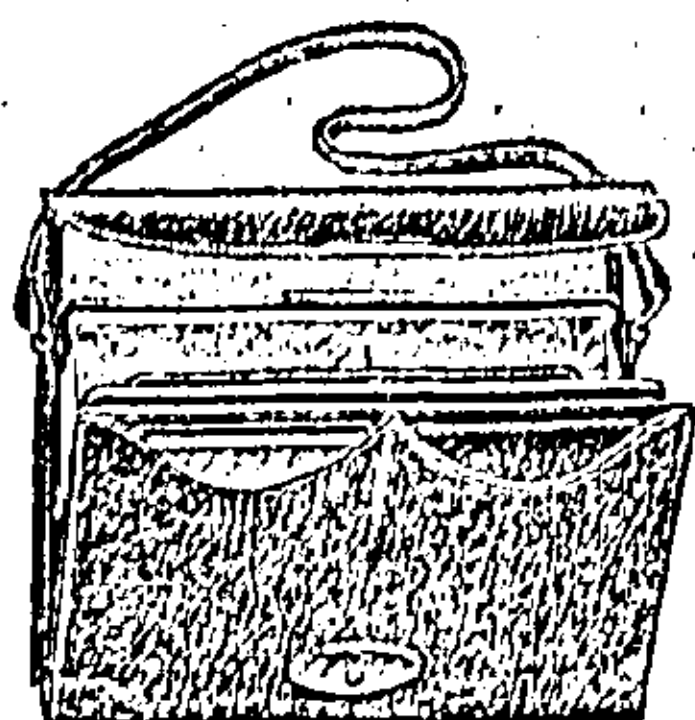
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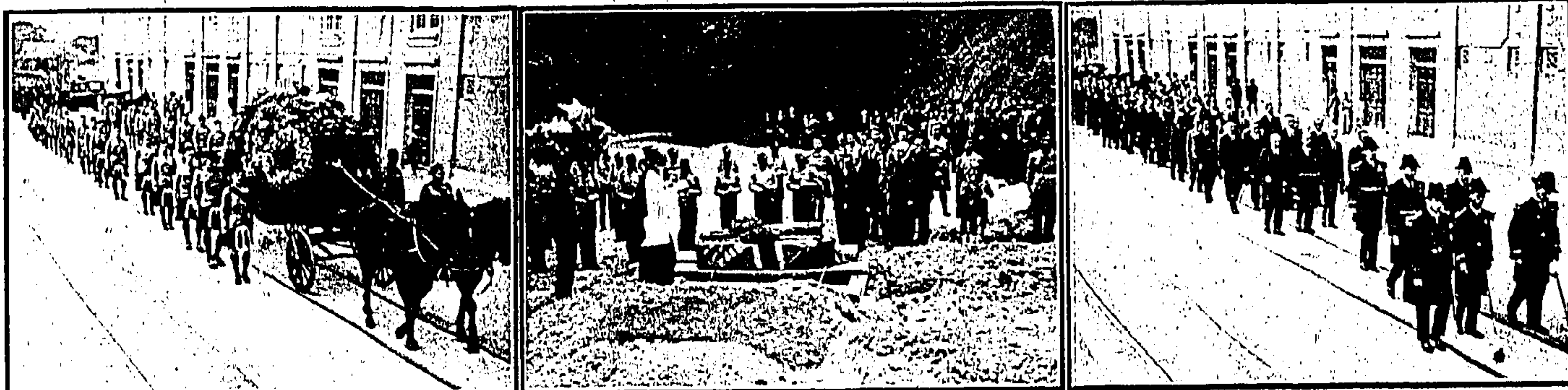
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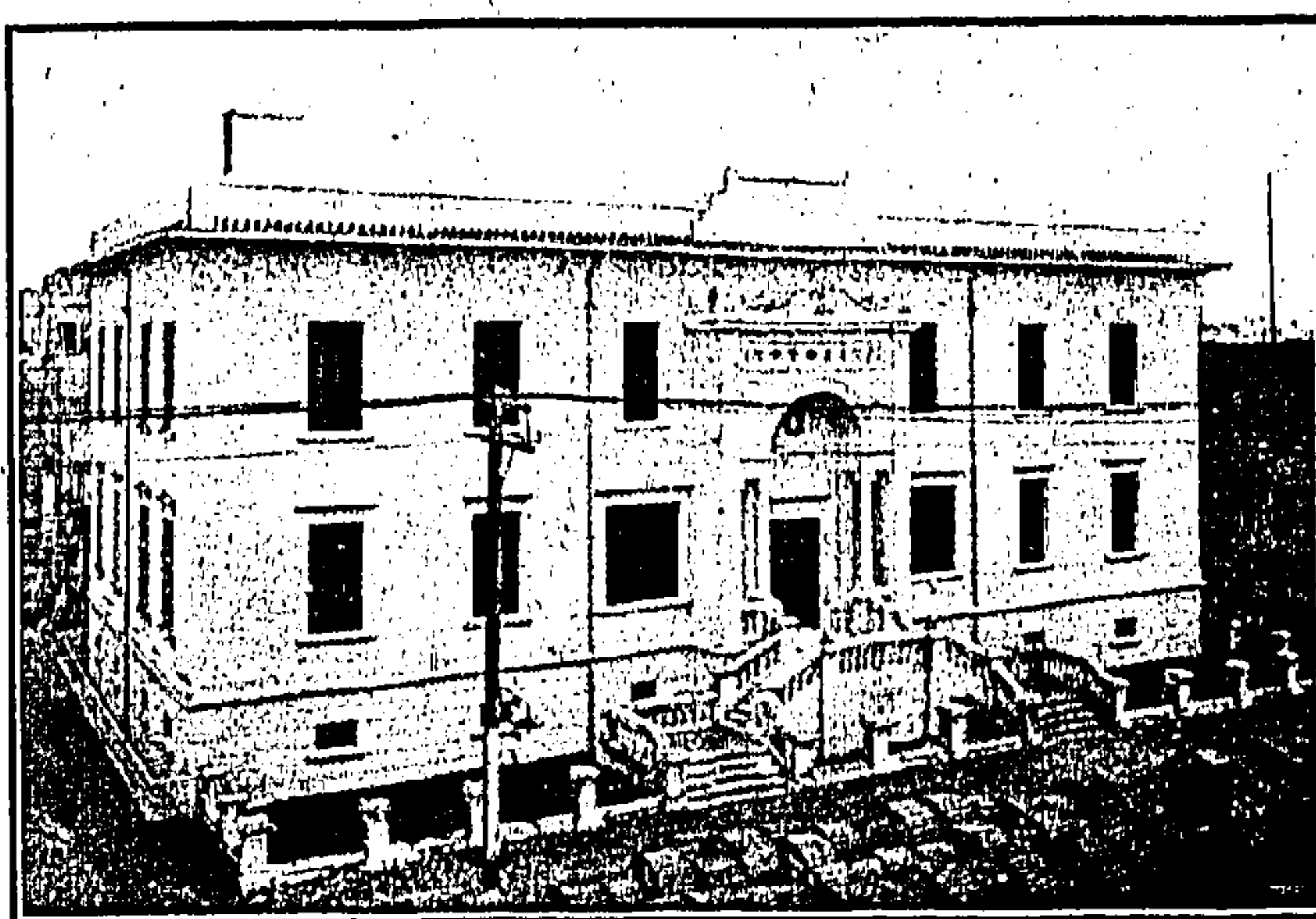
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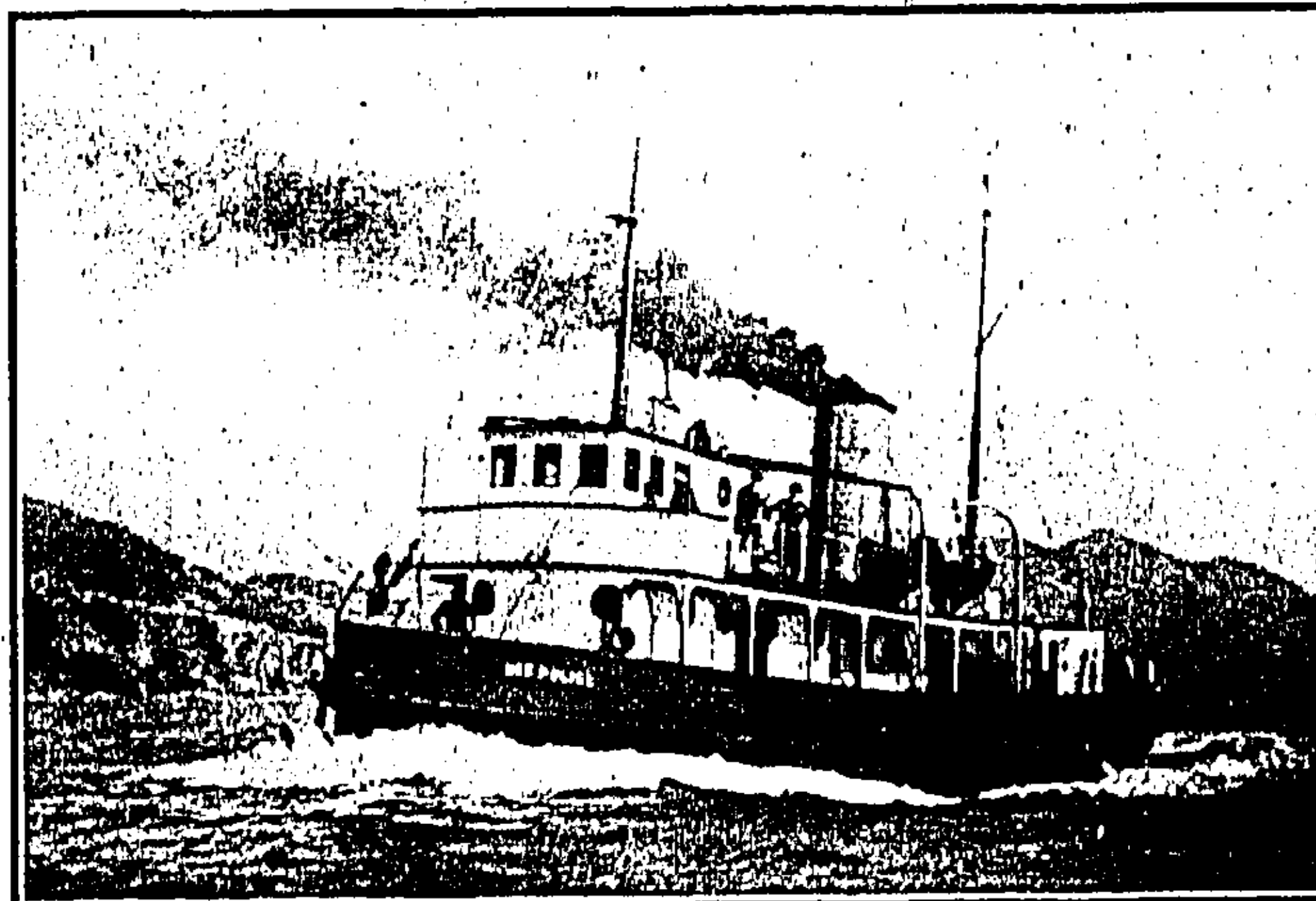
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



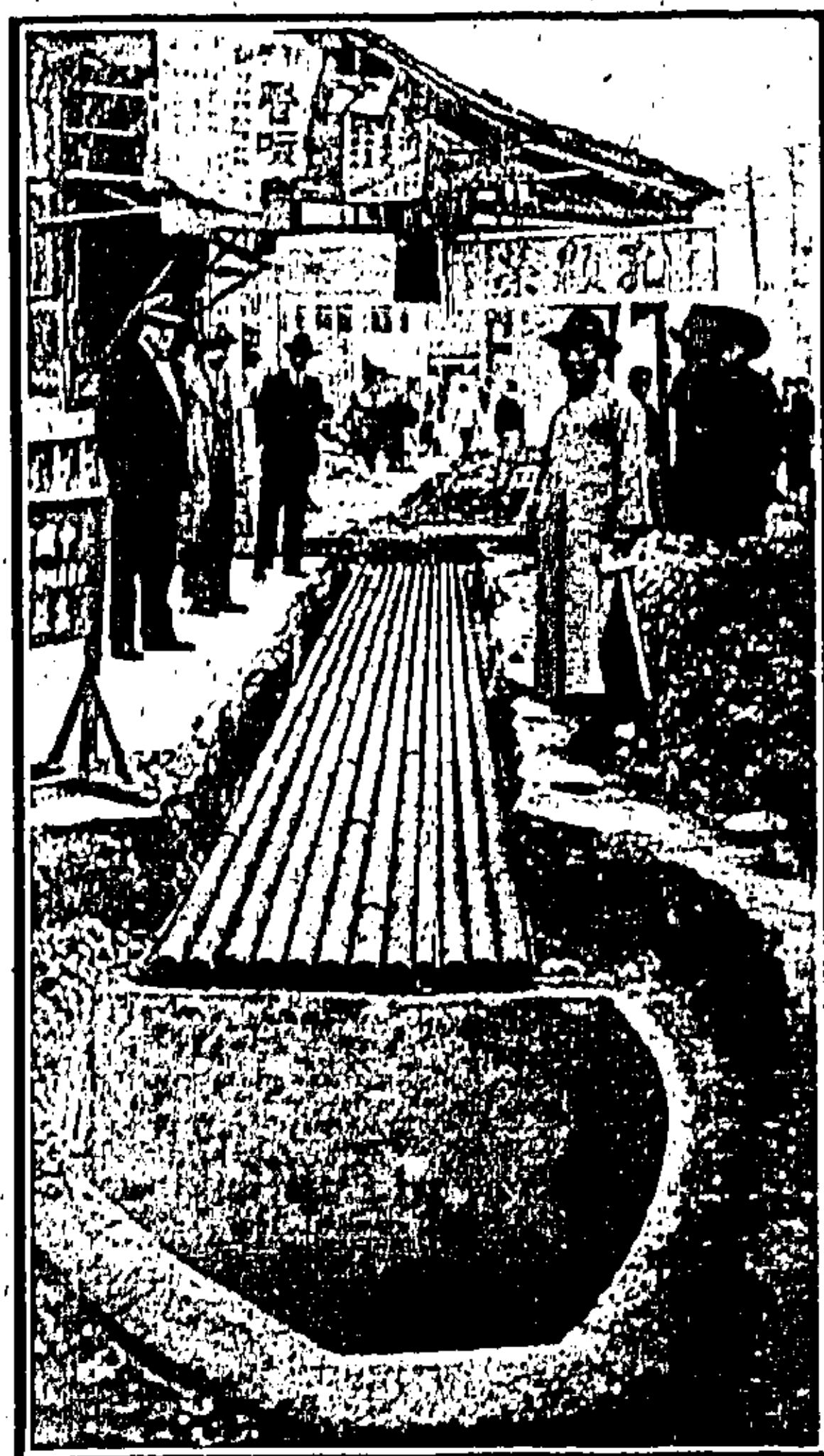
Full military honours were accorded at the funeral on Wednesday of the late Mr. and Mrs. D. J. Robson, who lost their lives in the King Edward Hotel fire disaster on Monday. On the left is seen the cortege, accompanied by members of the Scottish Company of the Volunteer Defence Corps, of which Mr. Robson was a member; in the centre is shown the scene at the graveside; while on the right is the procession of naval officers and others who attended to pay last respects. (Photos: Mee Cheung).



In connexion with its new automatic telephone service, Canton has provided a fine new central exchange, seen above. Work on the change over is now in progress.



A very businesslike looking launch is the new No. 3 Police Launch, which is seen undergoing her official speed trials. She was constructed at the yard of Messrs. W. S. Bailey and Co. Ltd.



Canton, like Hongkong, is laying down an automatic telephone service, the above picture showing cable laying in progress in the city.



Men of the U.S. Asiatic Fleet were entertained to sports fixtures by the South China Athletic Association on Sunday. At football, the Chinese beat the U.S.S. Pittsburgh by six goals to nil, and at baseball the American sailors won by three runs to one. (Photos: Mee Cheung).

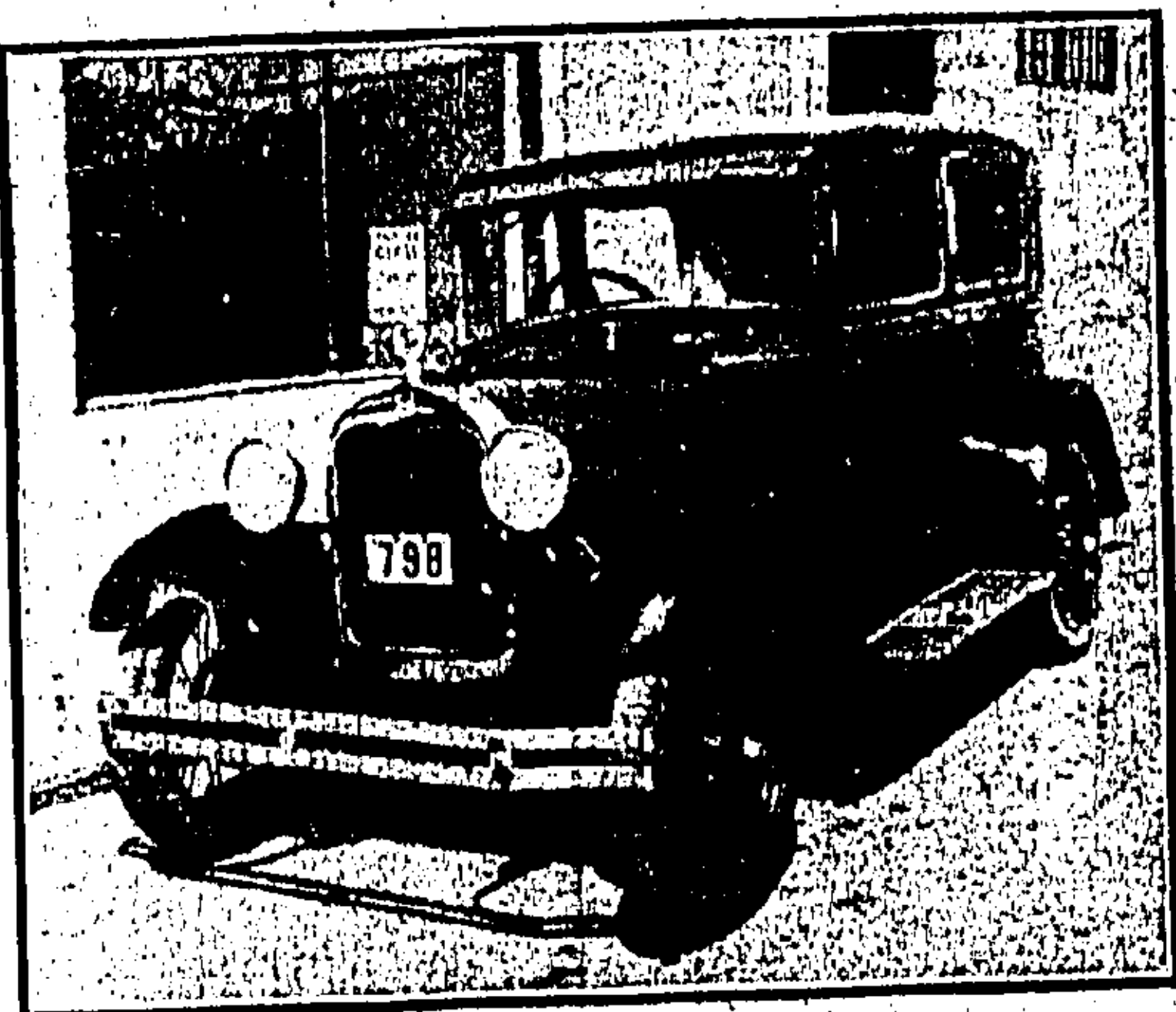


The boxing team of Headquarter Wing 2nd K.O.S. Borderers, which won the Inter-Company Boxing Cup this year. (Photo: Mee Cheung).



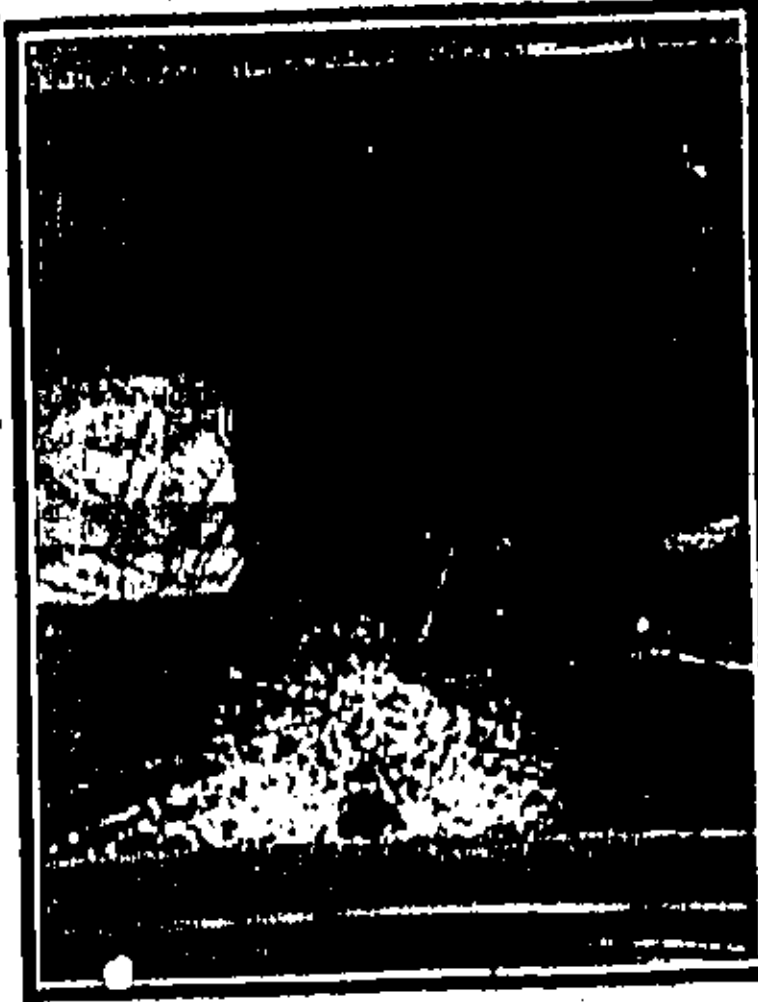
The annual football match between European members of the staffs of the Sanitary Department and Public Works Department took place last week, the P.W.D. winning by two goals to nil. The shield, made out of a kerosene tin, was presented later. (Photo: Ming Yuen).

ACCIDENT SHOWS VALUE OF 'TRIPLEX'



A cyclist recently collided with a Ford car owned by a local resident, the impact being so great that his head came in contact with the windshield.

Although the force of the blow was severe, the glass did not break, thereby preventing serious injury to either the car owner or cyclist. The top picture shows the car, and the lower gives a close-up of the "starred" glass. "Triplex" is a feature of the new Fords.



A. A. ACTIVITY.

Motorists and Private Bills.

VARIED LEGISLATION.

A notable feature of the present session of Parliament is the large number of Private Bills introduced by Local Authorities and private concerns.

Over a hundred of these Bills, containing a wide variety of proposals materially affecting the interests of motor owners have been carefully considered by the Automobile Association.

Among the proposals which have been investigated are (a) charges for parking on the public highway, (b) prohibition of vehicles taking in petrol whilst standing on the highway, (c) extra charges for water used in washing cars, (d) restrictions on the passing of stationary trams, (e) no petrol pumps to be erected beside any county road without authority of County Council, (f) motorists required to construct paved crossings over footways at entrances to private garages, (g) railway level crossings, (h) ferry charges, (i) tolls on roads, (j) application of hackney carriage by-laws to motor vehicles plying from private premises, etc.

In conjunction with the Motor Legislation Committee every Bill has been scrutinised by the Automobile Association, and whilst in some cases negotiations with the promoters are in progress, in others arrangements have been

MORE CAPITAL.

Fiat Extends Plant.

FINANCING NEW SIXES.

The Fiat Company, biggest of all Italy's industrial undertakings and one of Europe's greatest engineering firms, has increased its capital to 400,000,000 lire—largely to finance extensions rendered necessary in production of the latest two Fiat Sixes. Of these, the medium six, model 520, already has reached Sydney. The other and bigger six, model 525, has just been shown for the first time at the Paris Salon. It is not expected in Sydney until next year.

The Fiat factory now is one of the most complete in the world. Locomotives, agricultural implements, aeroplanes, small arms and heavier munitions for the Italian Army, are produced there in addition to motor cars, lorries and tractors. And a special branch is maintained to carry on the manufacture of spare parts for old models now out of production.

Tested On Road. A special feature of Fiat organization is the supervision of all assembling. Every engine, after passing an exacting dynamometer test, is tried on the company's famous road track—banked for high speed and wide enough to take eight cars abreast. Here the cars are run under full normal load, and after that, they are tested under ordinary road conditions.

made for the strongest opposition before the Parliamentary Committee to any proposals inimical to the interests of motorists.

THE RACING CAR.

Has It a Limit?

250 MILES PROBABLE.

How fast can an automobile go? This question, it is believed by General Motors engineers, will never be definitely answered. For all practical purposes the automobile's speed has been developed far enough, but in the opinion of the automotive engineers there is really no limit to the speed of a motor car under proper conditions.

When Ray Keck, holder of the world's automobile speed record, pushed the mark up to 207.55 miles an hour with the famous Triplex at Daytona Beach, Florida, passing the amazing record of 206.65 set by Captain Malcolm Campbell, he caused only a slight flurry of excitement in the motor world. Automotive experts never get excited over a broken speed record, because they know it will soon be surpassed.

The theoretically highest speed of a racing automobile is its velocity under certain perfect conditions, according to the experts. The nerves and skill of the driver, the conditions of the course, and the atmospheric conditions must be at their best. The motor must function perfectly and every part of the car must stand up under the strain of extreme mechanically induced velocities. The course too must be long enough to permit the car to have reached its highest velocity at the time it enters on its timed mile.

The theoretically fastest car is one which has the most powerful engine that could be built and is so designed that the atmospheric resistance which it encounters by reason of its terrific velocity has been reduced to the lowest theoretical minimum. In addition it must be so designed that it will hold to the course.

Huge Speed One Way.

It is the opinion of designers of racing cars that a speed of 250 miles a hour will some day be attained. Some of them say the speed will climb to 300 miles per hour and there are those who believe that somebody will build a car of limitless speed. The latter group believes that there is no limit if the power can be increased and wind resistance reduced. Those are the two factors that limit the speed of the motor car, they contend. They do not mean that there will be a car without actual speed limit—that there is no deadline in the rate of automobile velocity. They mean that there is no apparent limit and that speed records will continue to be broken *ad infinitum*.

When Captain Campbell hung up his record of 206.95 miles per hour, it was believed that his record would stand indefinitely. Yet, a few weeks later, young Keck came along with a new record. The latter now receives 1,000 pounds a year as long as he keeps the title of "speed king," this amount being the award offered by Sir Charles Wakefield, noted English patron of sports. How long will Keck continue to receive the honorarium?

Tachometer Readings.

One of the difficulties in the speed tests of the racing car is in timing the car when it is making its best mile. Since the relative speed of a car is affected by the direction and velocity of the wind, the racing rules require that the run be made in both directions and that an average be struck. Captain Campbell attained a speed of a fraction more than 217 miles an hour with the wind and he was quoted afterwards as having stated that there was still 20 miles above that speed in his racer.

The estimates of drivers as to their speeds are based on their tachometer readings which give the per minute revolution of the motor. These are interpreted in terms of the gear ratio to estimate the speed of the car. They are not accurate but are the best means available for estimating the speed of the untimed car. One reason these estimates cannot be taken as accurate is that there is no way of estimating the tyre slip-page.

The four outstanding racing cars developed in recent years were: Major Segrave's Mystery 3, which made 203.73 miles an hour in March 1927; Captain Campbell's Bluebird, Frank Lockhart's Black Hawk and the Triplex driven by Keck. All of these racers differed in design and construction, but all were built with just one thing ultimately in view—speed.

NEW TYRE.

Goodyear "Double Eagle."

After a year of exhaustive experiment the Goodyear Tyre & Rubber Co., have produced what is claimed to be the "finest, strongest and the most handsome tyre which money can buy."

This new tyre is intended to honour the thirtieth anniversary of the founding of the "Goodyear" organization in 1898 and is to be produced in all the popular sizes from 30 x 4.50 to 33 x 6.75. It has certainly a beautiful appearance and has been built enormously stronger than any tyre ever yet made. A few of the constructional differences are the lighter profile, virtually double thick tread, deeper cut diamonds, extra plies and the toughest compound ever developed. Heavier cords of "Supertwist" (the patented Goodyear Tyre Fabric which practically eliminates carcass breaks) have also been incorporated and in order to develop long wear more rubber has been placed between the plies; the carcass being also lined with an additional layer of rubber. Dangers of blowout and punctures have thus been practically eliminated, the tyre having been so thoroughly constructed, with the finest materials available, and regardless of cost or expense.

Only a limited distribution is expected because of the higher value and higher price but the "Double Eagle" tyre will fill a very definite need for the car owner who wants extra quality from a desire to have the finest, and complete freedom from all tyre trouble.

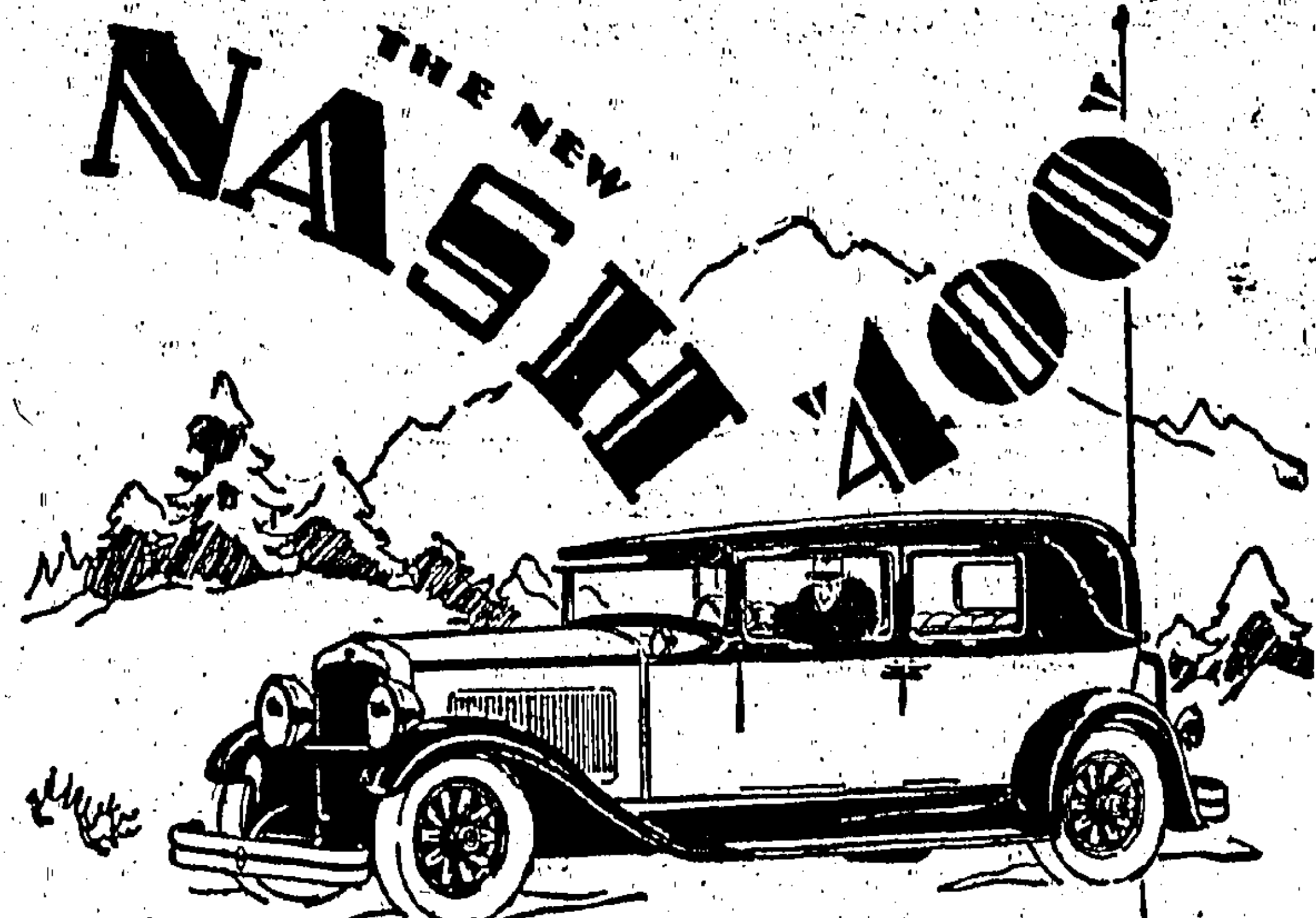
There is no doubt that a very real economy can be effected by fitting the best tyres obtainable when service conditions demand such investment as a matter of good business, and no tyre equipment of such striking appearance as this new production is procurable at the present time for the benefit of those who take a pride in the turnout and appearance of their cars.

SELF AND CAR.

Garage for Both.

A new hotel to be erected in Prague (Hungary) will be, really, a "motel."

It will contain boxes for 250 cars, and alongside each box will be a bedroom for the driver. Spare parts store and repair shops will be included in the hotel, which will charge only 6s for the combined driver's garage and car's bedroom.



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This car has leaped to instant popularity among those accustomed to the finest.

Wherever smart crowds gather, the "400" is seen and admired. Whenever an experienced motorist drives one—he becomes a Nash enthusiast!

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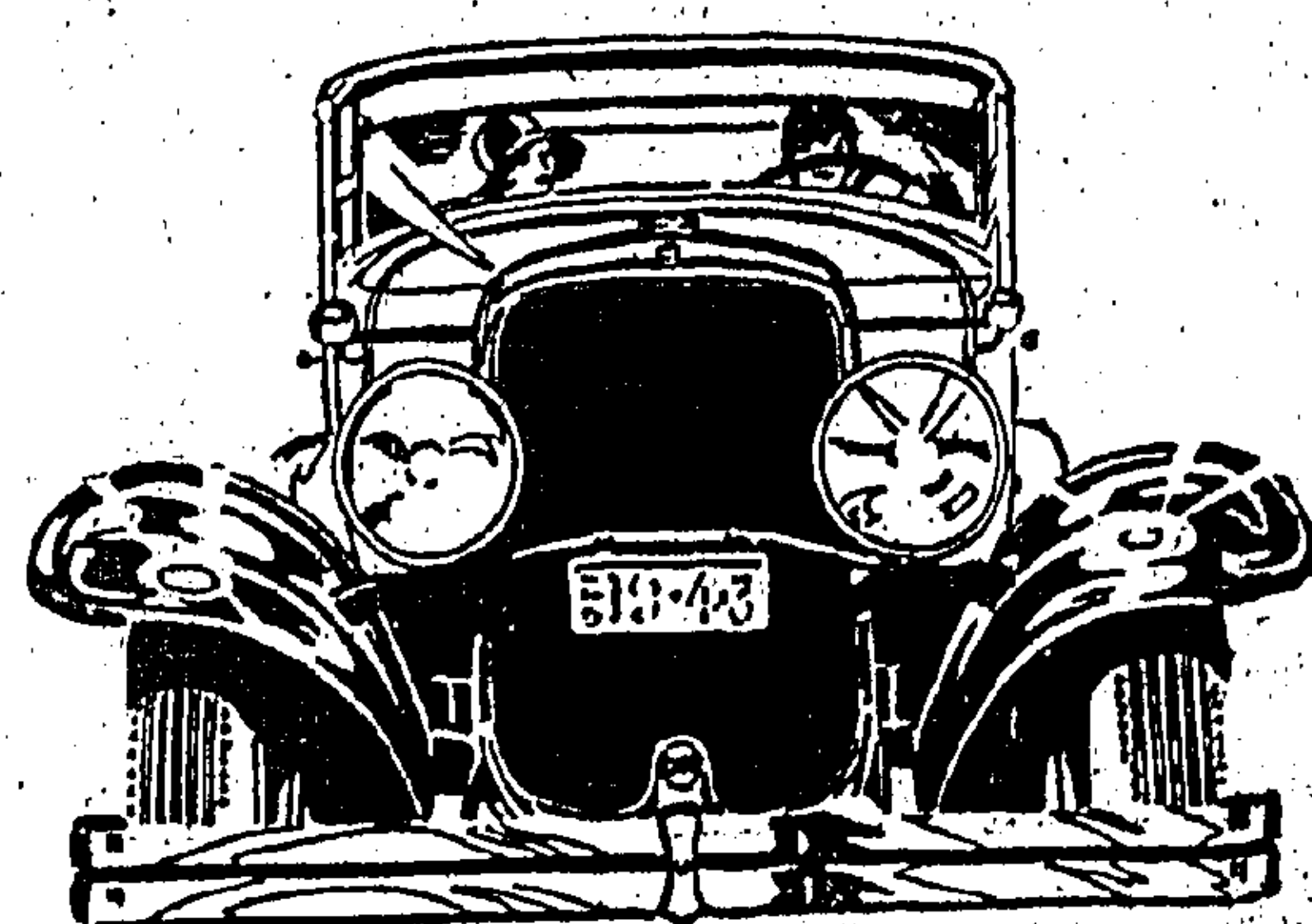
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13,667	8,352*	12,017*	14,780*	16,858
15,532	10,761*	8,553*	14,730*	13,355*
15,120	8,082*	7,785*	14,321	13,303
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,816*	9,877*	14,150*	15,051
11,940*	9,315*	8,665*	15,170	15,035
12,355*	7,022*	10,294*	12,900*	17,870
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12,730*	8,177*	8,909*	16,300	11,962

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Evidence on such an extensive scale as this, covering so many tyres, must show the real truth!

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THE ROLLING ROAD.

New Testing Device.

The speed and rush in the manufacture of automobiles render it no longer possible to put each individual car through a trial run of hundreds and thousands of kilometers. It is therefore unavoidable that new cars come on the market without having been previously tried and that the buyer has to carry out this important task himself. In cases where trial runs are, notwithstanding, carried out before sale, they cost too much time and money if carried out on the open road.

In order to remove this deficiency, felt by the automobile manufacturers of all countries, the idea of the "rolling road" was adopted. It was shown in action for the first time during the recent visit of the German press in Bochum, Westphalia, and aroused the greatest interest.

The rolling road is of remarkable simple construction. Fundamentally it consists of only two drums, on which the rear wheels of the car to be tested run. The revolving rear wheels rotate the drums, while the car is so anchored that its rear wheels cannot leave the drums. The road on which the driving wheels run is thus nothing else but the periphery of the drums. A recording dynamo is connected with the drums, and from the number of revolutions of the dynamo the speed per hour of the car is directly determined.

Provision is made for introducing resistances and thus the behaviour of the car can be tested in overcoming greater or less gradients. The carburetor is connected by a special gasoline tube with the measuring tanks in the testing room. The consumption of gasoline under the most varied working conditions can be ascertained from these measuring tanks.

New cars can be tried in the workshop itself by means of this simple and very valuable device. The sparking plug and carburetor can be shut off and the consumption of fuel regulated. In other words, the reliability of a car can be tested and ascertained without loss of time and with great saving of expense.



"It makes me terribly nervous, Joe, to see you walk right out into this traffic—with that new vize."

CHRYSLER'S WEALTH.

Building Huge Structure.

TALLEST IN WORLD.

A new sixty-eight storey Chrysler building in New York City, destined to be the tallest inhabited structure in the world, is the latest private enterprise of Walter P. Chrysler. The enterprise is not connected in any way with the Chrysler Motor Corporation.

The building will tower to a height of 808 ft., 16 ft. greater than the famous Woolworth building. The completed building and leasehold estate have been appraised at \$13,780,000. The ground floor of the structure will be occupied by shops and stores and the remaining floors to and including the sixty-fifth will be devoted to offices.

Two of the upper floors of the tower will contain a duplex apartment. Above this will come the

three-storey observation dome constructed of bronze and glass and culminating in the spire. There will be 33 elevators.

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ONE (SOILED CARTON) BOTTLE SUPPLIED FREE TO FIRST USERS.

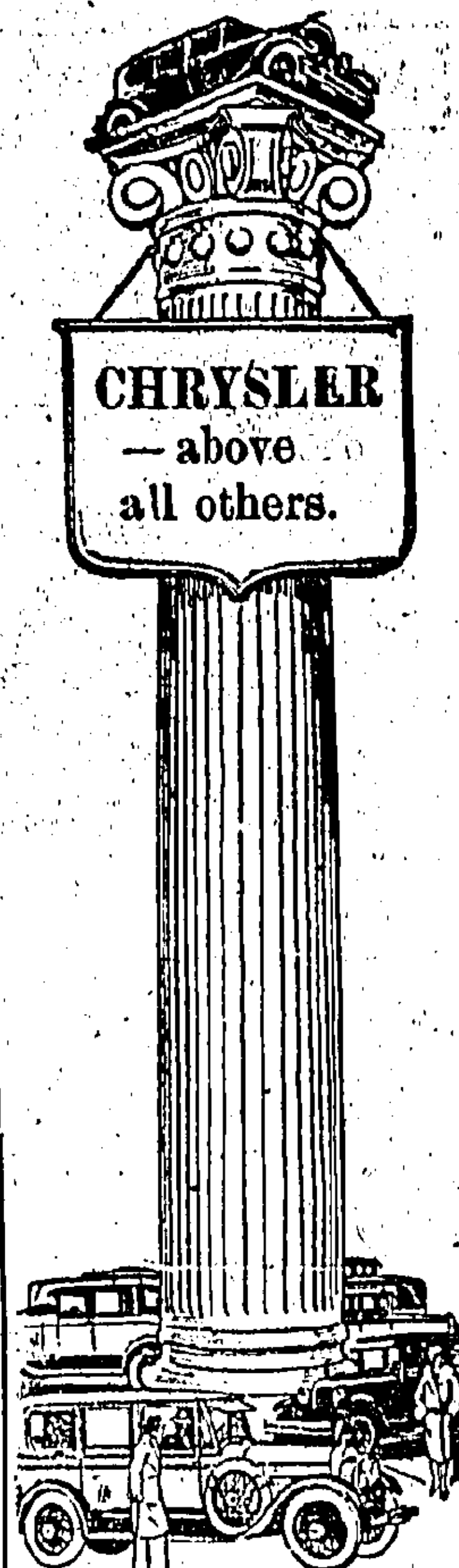
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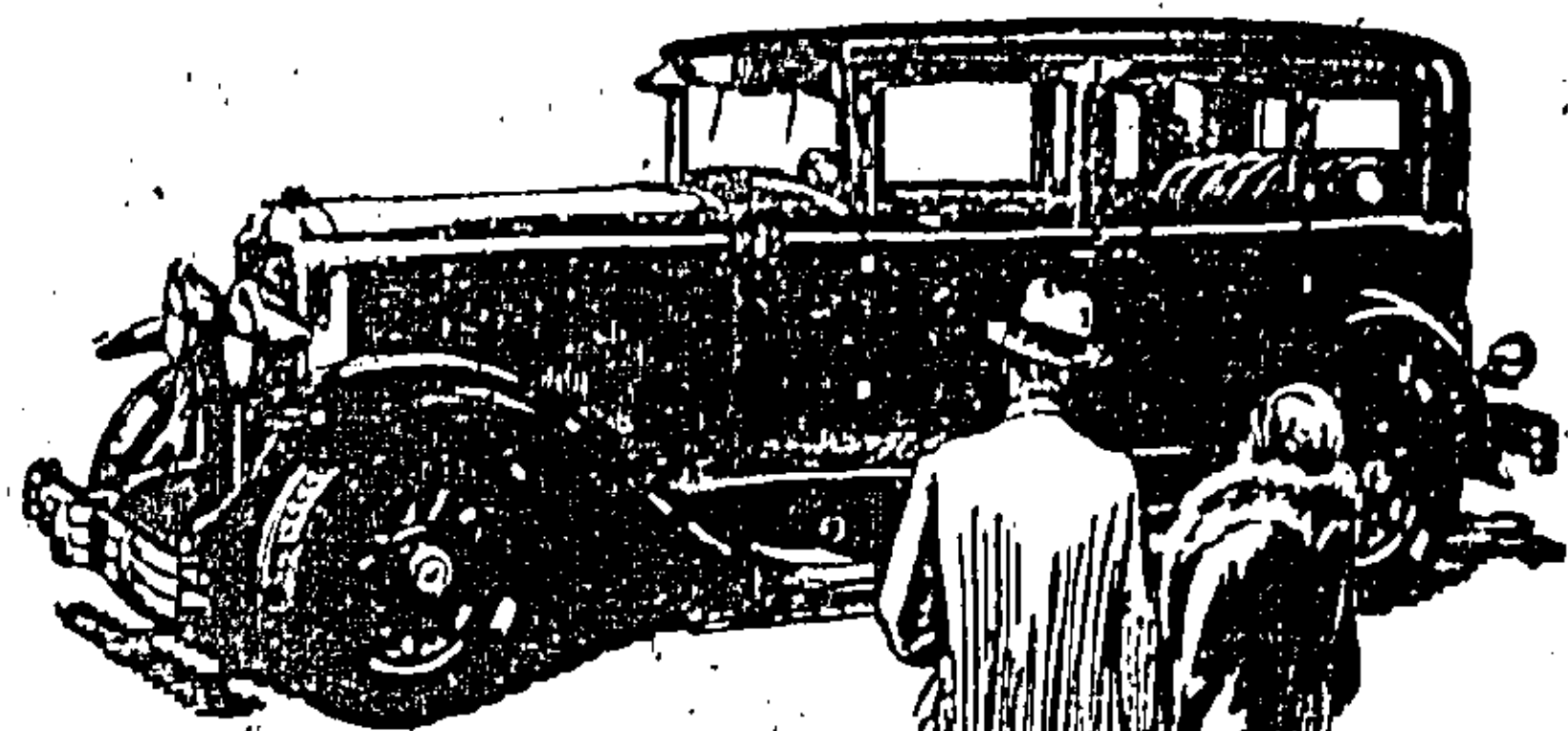
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Every member of the family... short or tall... enjoys perfect driving comfort in Buick's new adjustable front seat...

Everyone enjoys complete driving comfort in the new Buick Buick's new adjustable front seat, and the adjustable steering column, assure a made-to-measure driving position for any individual.

A tremendous advance... yet only one of many comfort features in this newest and finest of Buicks. The new twin-blade electric windshield wiper... Buick fingertip steering... improved grouping of instruments and controls... and many other refinements found here are combined in no other car at any price!

These features, in addition to vivid beauty and unrivaled performance, have won nationwide acclaim for the new Buick... have made it undisputed leader in its field... as well as America's favorite family car!

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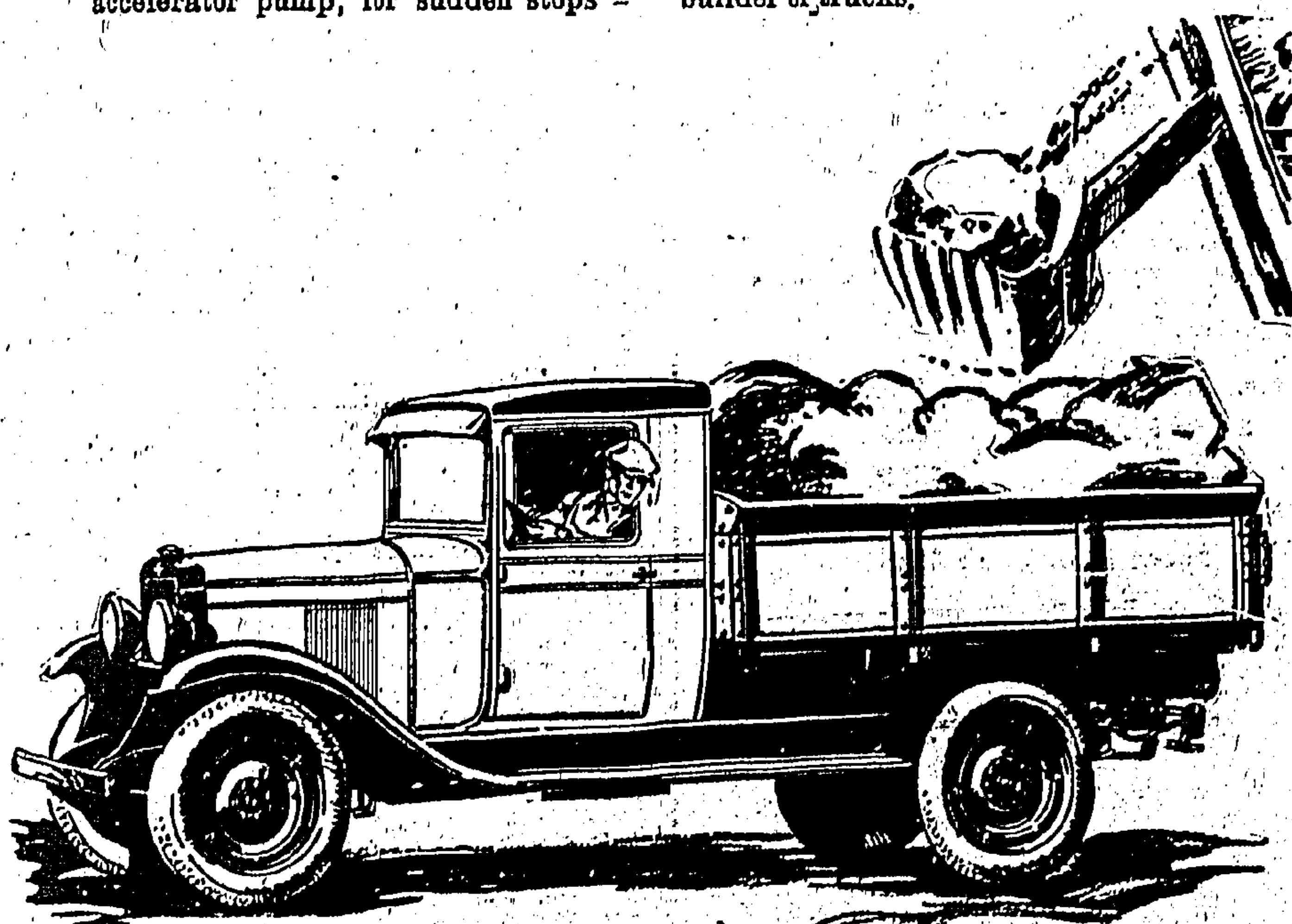
Hauling schedules run with strict regularity when the New Chevrolet Truck does the job.

Watch a New Chevrolet handle a full capacity load—in congested city traffic—out where the grades are steep or where the routes are sandy or muddy.

For flashing acceleration—the new six cylinder engine, for power—the new accelerator pump, for sudden stops—

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Crowning all this is a degree of that economy which has made Chevrolet famous for years throughout the world—which has helped in no small measure to make Chevrolet the world's largest builder of trucks.



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TEL. CENTRAL 4769.

TRAFFIC MATTERS.

Solutions by America.
PARKING PROBLEM.

In view of the fact that there is already one motor vehicle in the United States to every five inhabitants, the traffic solutions there—achieved and projected—have a special interest.

San Francisco has established colored lines not merely for the guidance of traffic proceeding in different directions, but also for separating fast and slow-moving vehicles. A brilliant red line along the Embarcadero (water front) marks the division between north and southbound traffic, and a white line painted down the middle of each of these two tracks sorts out the speeds in both directions. Drivers wanting to go fast have to keep to the middle of the road, between the white and red line. The traffic lanes are marked for fast or slow traffic every few hundred feet, so that drivers from other parts of the country will understand the system.

American road-making authorities have, somewhat surprisingly, shown very little disposition to cope with motor traffic problems, but powerful pressure is now being brought to bear on them to reconstruct cross-roads so as to carry one intersecting stream of traffic over or under the other.

New York's Problems.
New York's problem, especially, is a grave one; in view of the size of the city consisting of a narrow island, some 30 miles long, with very deep rivers, several times the width of London's Thames, on each side. Even once over the rivers the congestion is often very bad. The measures of improvement, which are likely to be undertaken consist of widening the approaches to all bridges, utilizing hills for drilling with traffic tunnels that will serve to drain away more vehicles, clearing away all obstructions along the waterfront, and turning it into a track for fast cars, building five-and-twenty over-pass roads at congested crossings, making every main road 100 ft. wide whenever feasible, setting aside certain cross-town streets (i.e., short cuts across the narrow

island) as tracks for the exclusive use of fast traffic—and the building of a hundred more playgrounds for children, to keep them off the streets.

The Parking Problem.

Parking, of course, is a great problem and most cities have had to introduce stringent regulations against the leaving of a car, even for a minute or two, in order to keep the streets open at all. In Philadelphia it became so inconvenient to approach the big department stores and other shops in the central part of the town that groups of traders have established parking places of their own, to which they welcome, free of charge, their own customers. City garages with several floors, up to which cars are taken by lifts, are becoming numerous. In Detroit, the greatest car-building city in the world, a remarkable pioneer experiment has met with great success. An eleven-story sky-scraper car park, with a repair shop, has been erected in the middle of the city, and one merely drives straight in, and round and round up a corkscrew track, to the right floor, without any delays for lifts.

NEW COLOUR
SCHEMES.Radical Departure in
New York Show.

HUGE EXHIBITION.

A writer in a New York paper recently commented:

Radical departure from what has been seen in the past were the feature at the national automobile show this season. A number of elements combine, fortunately, this year to make the big displays in Grand Central Palace, New York, the week of January 5 to 12, and in the Chicago Coliseum, January 26 to February 2.

One of these elements is the modern use of colour, which is becoming new and different from predecessors, more expressive in industry every day. Numerous new colour combinations and departures in handling the colour masses of touches, will be noted. Another element is the change in silhouette, both front and side view, of the new models, which, in general, is refreshing to the eye. The application of dynamic symmetry to low-hung car bodies and chassis, most appropriate for such dynamic things as motor cars, and the tendency to make the lines rhythmic and simple, will be quite apparent on many show models.

Another feature of the New York display is the international aspect, foreign makers being invited to exhibit this year for the first time. British, German and French cars will be shown. On Monday, January 7, automobile men from many lands took part in the International Day activities. President Alvin Macaulay and the board of directors of the National Automobile Chamber of Commerce, invited more than 7,000 automobile dealers in 107 countries.

At the New York Show in Grand Central Palace there were shown more than 200 passenger cars, 44 of them being American makes and five being foreign products.

There were several hundred exhibits of parts and accessories.

STANDARD TYRE
PRESSURES.Necessity of Finding
Axle Weights.

By Captain E. de Normannville in the *Daily Chronicle*.

The importance of having the correct pressure in the tyres of one's car has been repeatedly stressed in the *Daily Chronicle*. But a new phase is given to the subject by official recommendations now made public.

After extended study, the Standards Department of the Society of Motor Manufacturers and Traders has published an official schedule setting out the correct minimum inflation pressures for standard sizes of tyres, according to the weight carried.

This is a great improvement, as hitherto the different tyre manufacturers have published their own recommendations—which have varied somewhat, the one from the other.

Now that tyre pressures are officially standardised, the tyre manufacturer will (where necessary) make his product suitable to the schedule—which is far simpler for the motoring public.

The Axle Load.

Space does not permit publishing the list of recommended pressures, but it can be consulted at any garage or service station. To show the importance of the subject, however, an example may be quoted.

A five-inch tyre, to carry an axle load of 12cwt., is to have an air pressure of 25lb. to the square inch. But where the same section tyre is called upon to support 18cwt. the pressure should be 37lb.

You will not that the difference is material; both the extremes of axle weights quoted fall within ordinary car practice.

It is important, therefore, to know the axle weights of your car as different from the total weight if you want to be exact. These figures can be obtained from a weighbridge.

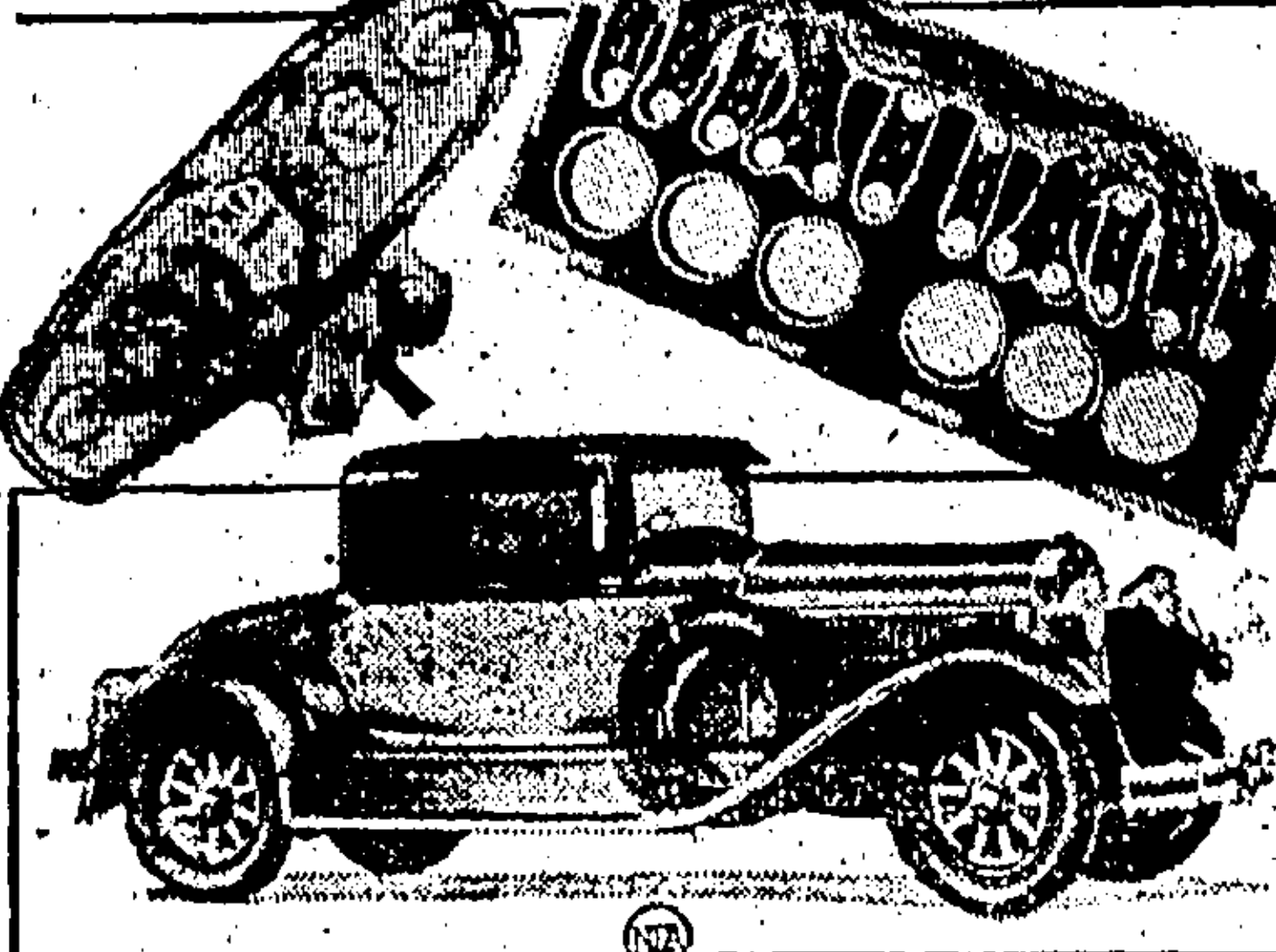
Generally speaking, there is rather less weight on the front axle than on the rear one, but to simplify matters you would not be far wrong in using the highest pressure all round.

If the front tyres are a shade "tight" it usually makes the steering easier. A possible defect is to make the forward suspension a trifle harsh. If this should obtain then have both pairs of tyres pumped up to the correct pressure. But one way or the other, for safety comfort and service you should see that your tyre pressures accord faithfully with the new schedule. To maintain that exactness you should test the pressure every week or so with a reliable gauge.

HUDSON-ESSEX.

The 1929 Programme.

MORE SPEED—INCREASED COMFORT.



The new Hudson coupe, above, and the Essex coach, below, typify the new style of these cars just introduced to the public. Right inset shows a top view of the motor of each of these cars, with the head off, showing how the fuel is evenly distributed by means of the "moosehorn" manifold. Left inset is a view of the dash instrument panel with the button, designated by arrow, which controls both the gasoline and oil gauges electrically.

Exemplifying the trend in motoring, toward room, great comfort, more power and easier driving, come Hudson and Essex with their 1929 models.

These new cars typify what is going on today in American automobile manufacturing, a movement away from the European small car in response to a popular demand for greater comfort. A longer wheel base is the result, in the case of the Hudson, although the Essex remains the same length as before.

In order to satisfy the popular taste even further, the Hudson-Exsco manufacturers have devised 10 additional body types, making 71 in all. These run all the way up from \$695 for the Essex coach, coupe and phaeton, to \$2100 for the Hudson limousine.

Both of these models, no matter what the type, include such automotive developments as "chromium" plating, adjustable wheel and front seat, larger and roomier bodies, larger more powerful motors, automatic priming, a vacuum tank "booster" attachment to assure an even supply of fuel at all times, vibration dampening, an electrically controlled oil and gasoline indicator gauge, waterproof brake lining, non-shatterable windshield, wider control pedals and rubber engine mountings.

Perhaps the most pronounced mechanical improvement is what is termed the "moose horn" manifold. This is so designed that the vaporized fuel has the same distance to travel from the carburetor to each of the combustion chambers, and so assures an equal fuel

supply at the same time in all the cylinders.

This is the culmination of a research that had been a serious problem to automotive engineers for some time. The old type in-joke manifold was so designed that the end cylinders would get a lower charge of gasoline, and slightly later, than the middle chambers. The result was uneven distribution of power and a great waste of fuel.

In addition to this achievement, the Hudson-Exsco engineers have placed the spark plug immediately above the exhaust valve and fashioned the chamber so that the cold incoming fuel would pass over this valve and tend to cool it somewhat. This is expected not only to assure complete combustion of the fuel and greater power, but to prevent pre-ignition and its resultant difficulties.

Further assurance of complete combustion is given by passing the gasoline over the hottest spot in the motor and raising it almost to the point of combustion just before firing.

The result has been an increase of 25 per cent. in power for the Essex motor and 14 per cent. for the Hudson. Increased torque or pull at low speeds raises the engine's accelerating ability and gives greater pull in hill climbing. The Hudson engine develops 32 horsepower while the Essex Challenger, which is the new name for the smaller brother, makes 55 horsepower.

The speed range of the Hudson goes up to 85 miles an hour, while the Essex is good for a speed of 70 miles an hour.

NEW RECORDS.

Studebaker Wins
Twelve More.

STOCK CAR EVENTS.

Washington, D.C., U.S.A., Nov. 14.—Announcement was made today by the American Automobile Association of twelve new records for fully equipped stock cars established by The Studebaker President Eight when it averaged 85.2 miles per hour for 24 hours on the Atlantic City Speedway.

These marks, together with the records recently established by The President in travelling 30,000 miles in 26.326 minutes, give this car a clean sweep of all American stock car records for speed and endurance as well as five world records and eight international records, stated A. H. Means, of the A.A.A.

As in the case of the 30,000 mile run, The Presidents which took part in this latest test were certified as stock models by the A.A.A., which authority also timed, checked and supervised the running of the event.

The President Sport Roadsters engaged in the test started at 5.14 p.m. on Nov. 11 and finished twenty-four hours later. The second car to finish, achieved an average of 85.082 miles per hour, according to A.A.A. figures.

Extremely unfavourable weather conditions which prevailed at the track during the greater part of the

ROME'S RULES.

Many Pedestrians
Fined.

Traffic regulations for pedestrians are being enforced with the utmost vigour in Rome as the result of a campaign started by Governor Prince Ludovico Rancomagnoli. During the last few weeks as many as 68 persons have been fined in one day for failing to observe the rule ordering pedestrians to keep to the left-hand side-walk when walking on the Corso, Rome's main thoroughfare.

The new regulation, tentatively tried last year, and abandoned during the summer months to allow the public to find a little shade on one side of the street or the other, requires the public to move in two right and left streams in opposite directions.

The police figures show that in three days some 200 persons have been fined for failing to obey the traffic law while some dozen arrests have been made of citizens who wanted to argue the matter out with the police.

The run are reflected in the average running time of the cars. Nine hours of heavy frost during the night followed by drenching rains made driving conditions precarious during the 2044.8 miles covered in the 24 hours.

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CARSALL MODELS IN
STOCK

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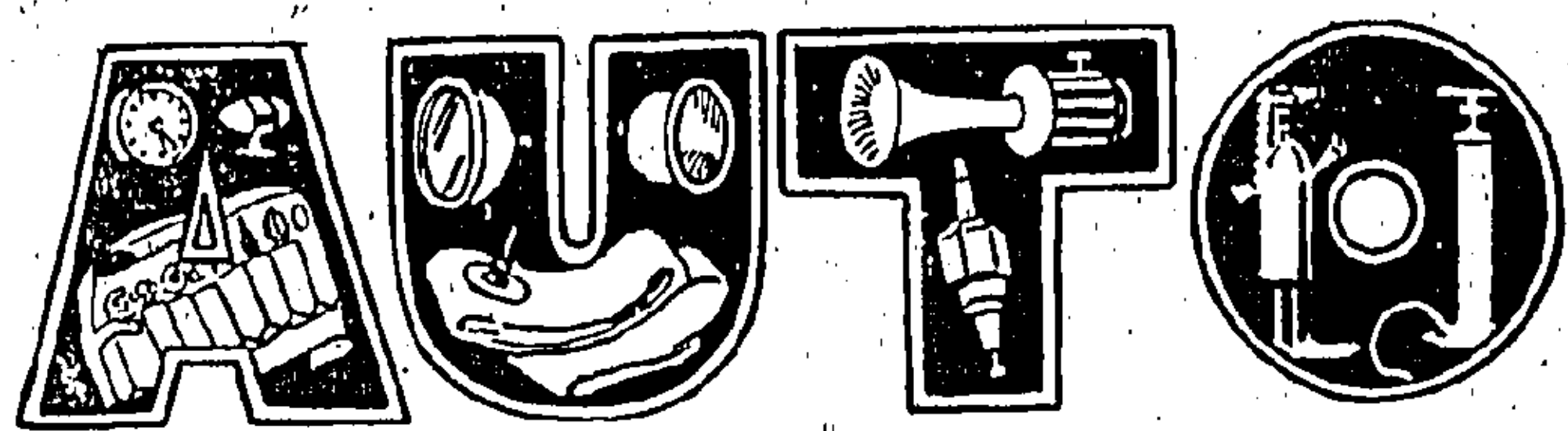
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GLOVES AND
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SUPPLY HEADQUARTERS

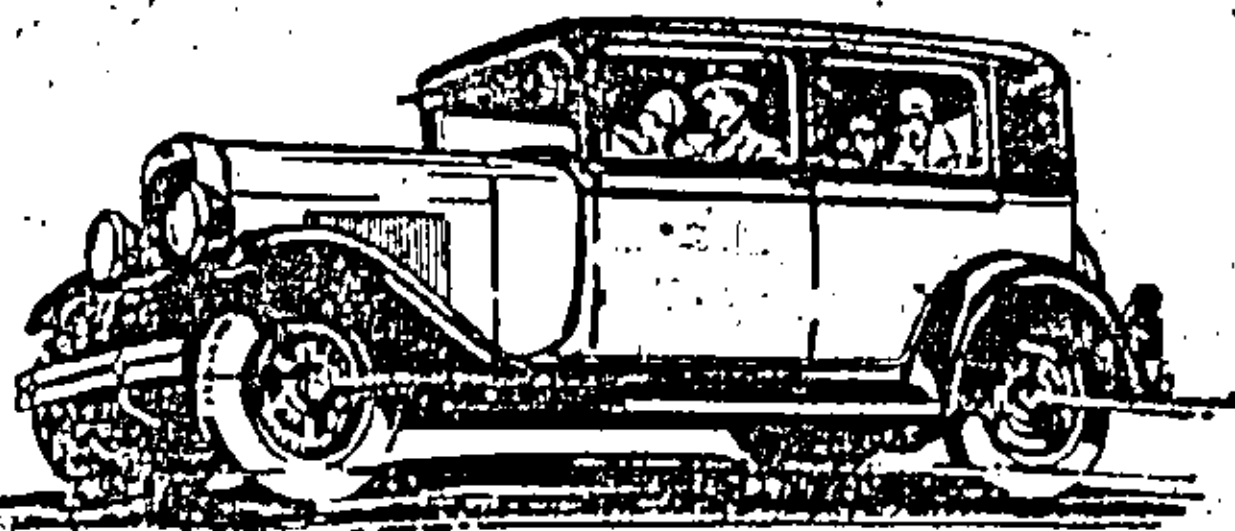
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No matter what you might want in accessories we have it.

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OWNERS' PRAISE

If you want to know the reasons for the sensational success of this new Oldsmobile, find out what owners say. Their praise will tell you more clearly than anything else, that the joy of Oldsmobile ownership increases as the miles roll by.

For Oldsmobile is built to fine-car standards through and through. Fabric beading eliminates body squeaks. The chassis is cushioned with rubber to assure permanent

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exceptional stamina, reliability and economy as well.

Talk with Oldsmobile owners—anytime—anywhere! Judge it by its owners' praise.

The Dragon Motor Car Co., Ltd.

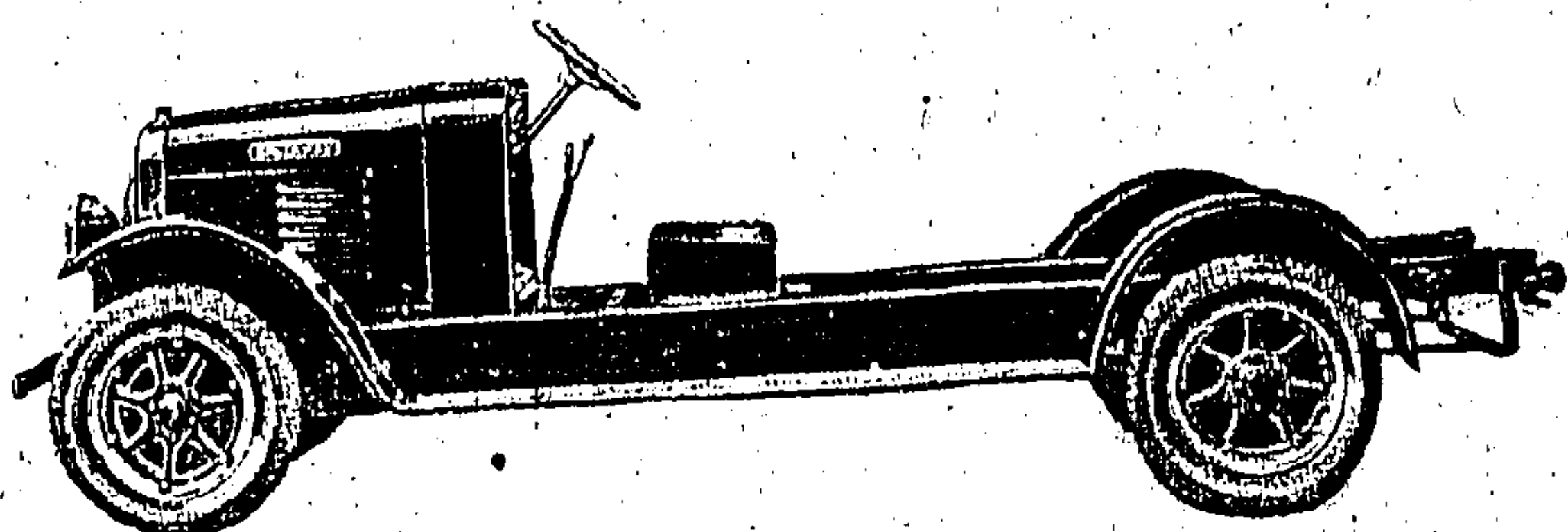
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UNMATCHED IN APPEARANCE
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BROCKWAY TRUCKS



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ROAD SENSE.

Pitfalls of Modern
Motoring.

DANGERS OF CHANCE.

Unfortunately minor faults in driving do not always lead to minor accidents, writes a correspondent to a home paper. Most of the really big and serious accidents are probably caused by some tiny error of judgment, or some little discourtesy, for which the driver would be thoroughly ashamed after a few months' reflection.

It is easy enough to lay down driving rules which will encourage safety: most of the major rules that are continually being dinned into the ears of motorists have undoubtedly saved lives, and much money to the insurance companies.

Driving a car under modern road conditions is far too complicated a matter to be covered by a few general rules, however, and it is often the little things that make all the difference between disaster and a clean sheet.

It must be owned that to a certain extent the law encourages stupidity, but then the law can never be expected to keep pace with progress, and though in years to come we may have legislation that would fit driving conditions to-day, by that time it is probable that entirely new circumstances will have arisen.

Not So Simple.

Stick to the main principles and rules of the road by all means, but do remember that these cover only a comparatively small number of cases, and that driving a car requires a good deal more than blindly following a few principles.

One of the best examples of this type of driving is usually made by the man who comes over cross-roads, anyhow and at any speed, and after he has extricated himself from the wreckage says, "Well, I blew my horn." I had the pleasure once of being present in Court when a law case over damages was in progress. The accident took place at cross-roads in Croydon. One of the parties confessed that he blew his horn 100 yards before he came to the corner. He might have blown it in Brighton for all the good it could have done.

In all these matters a certain amount of common sense is necessary. It is no use blowing your horn where no normal car can hear it, and it is far better to avoid an accident altogether than to have one, even though you are certain that you are in the right.

A Wrong Attitude.

There is a type of person who always imagines when he sees another vehicle crossing his path that he has the right of way, and that the other driver has no business to be there at all. This attitude usually leads to trouble in the long run.

One of the most common forms of disregard for the convenience of other drivers has been brought to a fine art by the London taxicab driver. It is that of continually changing from one line of traffic to another, whether pulling to the "off" or to the "near" side. Many accidents are caused by these tactics, in which the vehicle that is the actual cause of the accident is never involved.

Another dangerous habit is that of many drivers. When coming into a road from a side turning across the stream of traffic they will exercise the ordinary amount of caution, but when turning the same way as the general traffic stream, sweep out without even looking to see what is coming up from their right-hand side. This is frequently the cause of serious accidents.

Another method which often leads to trouble is reckless starting from rest. No motorist who has pulled up beside the road should start again and pull out without first ascertaining that the way is clear not only in front of his car but also behind it.

Anyone who starts suddenly and begins to pull out from the kerb in front of an oncoming vehicle is likely to get the latter into trouble. It is not enough to hold out a hand and then to start, regardless of what is behind.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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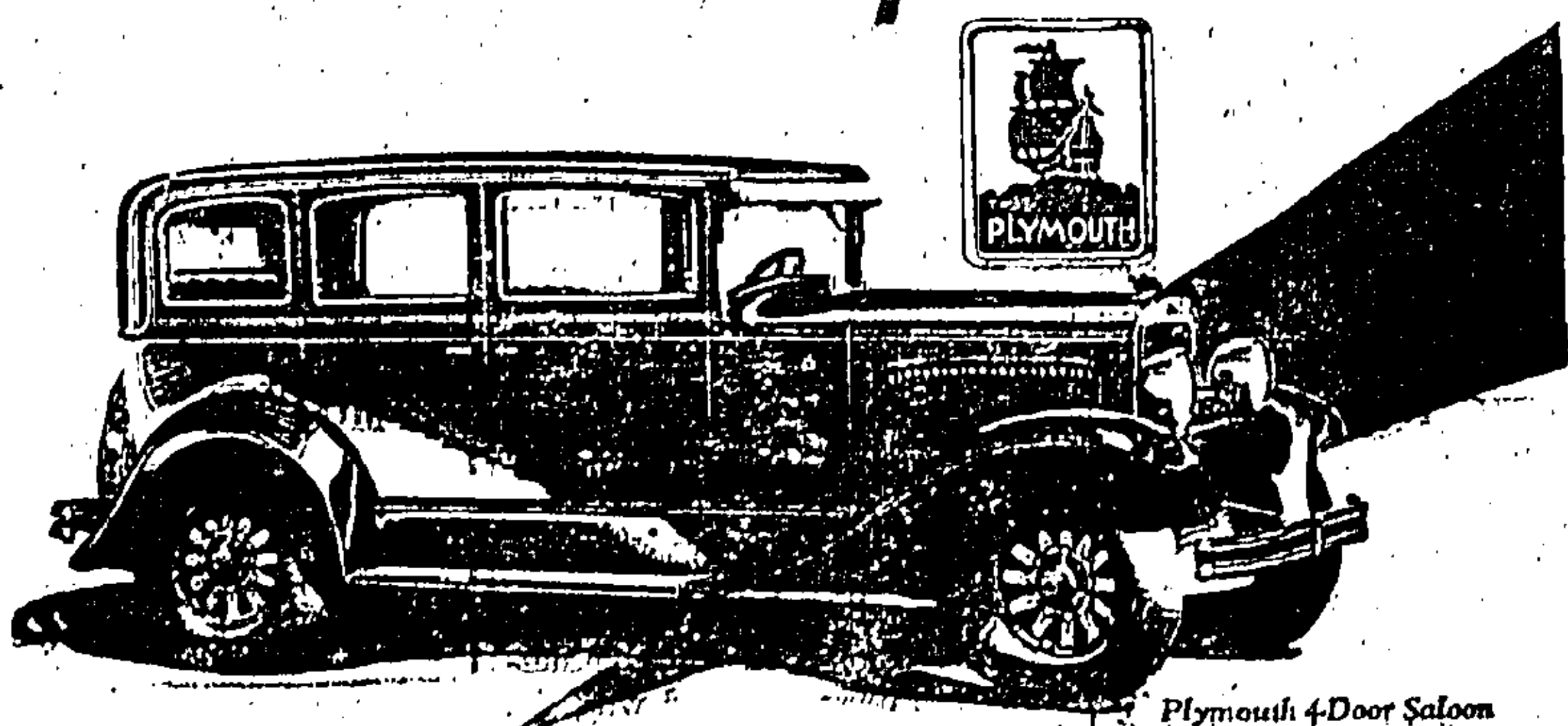
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Plymouth 4-Door Saloon

In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

It gives you the utmost in safety, because of internal-expanding hydraulic 4-wheel brakes, positive in any weather.

Examine, point for point, the features which place Plymouth foremost in its field. Then drive it—and you will know why scores of thousands today enthusiastically acclaim Plymouth the greatest value in the lowest-priced field.

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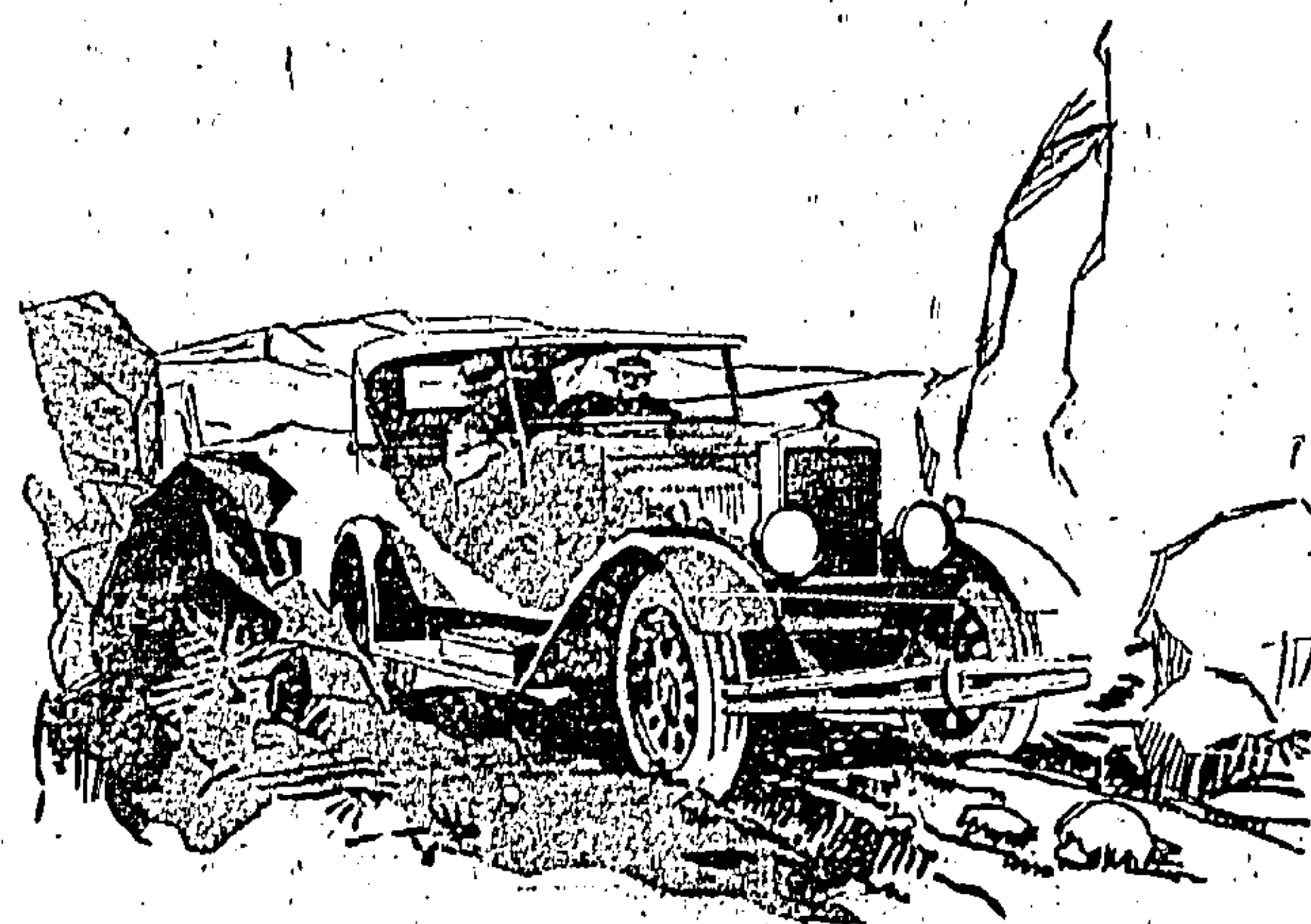
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Cars built
for hard work!



SOME cars lead a "dog's life." From morning till night—work, work, work—day in and day out. No petting, no pampering, just work. And like dogs, they are expected to render the same faithful service.

We had this fact in mind when we built your car. It would have to run on roads that were not, to cross every kind of country, to climb anything but trees; in all weathers, to take a good deal of rough with precious little smooth.

We built the bigger, high-powered Morris-Cowley—a glutton for work with its wonderful power unit, its 56 in. wheel track, high clearance and splendid workmanship. All round the world, this fine car can be used and relied upon.

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AMERICAN NAVAL TRAGEDY.**ADMIRAL BRISTOL'S DRIVER KILLED ON SHIP.****SHANGHAI ACCIDENT.**

Shanghai, Mar. 9.
William Glassford, Jr., machinist mate 1st class, United States Navy, and chauffeur to Admiral Mark L. Bristol, Commander-in-Chief of the U.S. Asiatic Fleet, was killed aboard the naval transport Chaumont yesterday afternoon when struck by a falling boom.

The tragedy took place at about 2.30 p.m. near the Standard Oil Co. wharf where the Chaumont is anchored. Two other American sailors who were standing near Glassford when the boom suddenly crashed to the dock, narrowly escaped death, the boom missing them by less than a foot.

Glassford was standing on the deck of the transport near the rails watching the Admiral's car being taken off the Chaumont and put on a lighter. Everything was made ready to hoist the car over the side of the transport but when the car had been lifted about 10 feet, the topping lift supporting the main boom suddenly carried away.

The boom came down quickly and Glassford did not have time to take a step before he was struck. The Admiral's chauffeur was hit over the left eye and the chest and went down like a log. He was immediately taken to the ship's hospital but died there a minute after being admitted, his skull being fractured and his chest smashed.

Glassford, who was about 31 years old, had been in the United States Navy for eight years and was popular with a considerable portion of the U.S. Asiatic Fleet. He boarded the Chaumont at Manila and was leaving the ship here to await the arrival of Admiral Bristol.

Admiral Bristol was notified of the tragedy by radio and it is expected that a Naval Court of Inquiry will be held within the next few days. It is understood, however, that funeral services for Glassford will be held on board the Chaumont to-morrow or the day after and that his body will be sent back to the United States.

THE KING GOES OUT AGAIN.**ACCOMPANIED BY LITTLE PRINCESS.**

London, Mar. 15.
H.M. the King passed another good day.

Despite the persistence of cold easterly winds the brilliant sunshine enabled the King to go out in the grounds of Craigweil, although he kept to the sheltered side of the house.

Princess Elizabeth accompanied him in his outing and walked beside the bathchair for the three-quarters of an hour that the King was in the grounds.—*British Wireless.*

NEW AIR LINER SERVICE.**BETWEEN LONDON AND THE CONTINENT.**

London, Mar. 15.
A new service of air liners between London, Brussels and Cologne is to be commenced by the Imperial Airways on Monday. The service will leave Croydon aerodrome at 8.30 each week-day morning and Cologne will be reached at 1.45 in the afternoon. At this town, connections will be made with German air liners to other cities, which will be brought within less than ten hours of London.—*British Wireless.*

IMMENSE SUCCESS OF GALLI-CURCI.**PRIMA DONNA ARRIVING HERE ON MONDAY.**

Madame Galli-Curci and her party are due to arrive in Hongkong on Monday by the s.s. President McKinley.

The famous prima donna is giving her concert at the Queen's Theatre on March 25th. A telegram received from Manila this morning states that at her final concert there last night, all box-office records for the Far East were broken, over Pones 12,000 being taken.

Dr. G. B. Harrison, of King's College, London, has accepted the invitation of the University of Chicago to be the first holder of the Frederic Ives Carpenter Visiting Chair of English.

HAIPHONG CHINESE COMMITTED.**EXTRADITION APPLICATION SUCCEEDS.****PRIMA FACIE CASE.**

The case against Chan Hong-chun, whose extradition to Haiphong is sought by the French authorities of Indo-China on a charge of committing an offence against the bankruptcy laws of that country, was concluded before Mr. E. W. Hamilton at the Central Magistracy morning.

His Worship informed Mr. F. H. Loseby, who appeared for the fugitive, that the certified documents received from the French authorities were such that he was entitled to consider the point of jurisdiction of the French authorities over the matter as being established.

With regard to the other point raised by Mr. Loseby, his Worship also found that a prima facie case had been established on the charge which his Worship now defined as being "an offence against the bankruptcy laws." In this connection, his Worship ruled that a manager may be made a bankrupt in respect of the debts of the firm.

His Worship then made the order for committal of the fugitive to gaol until the Governor's order for his surrender.

The usual respite of 15 days accompanied the Magistrate's order, to enable the fugitive to appeal on a writ of habeas corpus should he so desire.

FLOATING CASH FOR FLOATING ISLES.**STEPPING-STONES TO U.S.A. AND WEALTH.**

Paris, Feb. 11.
Count Henri Baoli de Mangon, a Russian aristocrat and former officer in the late Tsar's Guard, fainted in the dock of the Bordeaux Correctional Court when the judge sentenced him to two years' imprisonment on a charge of swindling.

This Russian nobleman had an ambitious scheme for the construction of floating "islands" to be "anchored" in the ocean, as air stations for Transatlantic aviators. Count Henri, who was a Tartar Khan as well as a Guards officer, joined the army of General Wrangel after the Bolshevik revolution. When Wrangel's white army disbanded Count Henri sought refuge in France. He was one day penniless in Bordeaux.

From Stable Boy to Ice-Maker.

He made the acquaintance of a rich cattle breeder, named Labadie, who took pity on him and gave him the post of head stableman on his big farm.

But the count was not satisfied with this humble post.

One day he confided to M. Labadie his "vast scheme" for floating aerodromes (or "fliers' stepping-stones") on the high Atlantic.

Money and High Patronage.

M. Labadie was impressed and agreed to assist financially with the scheme.

Leaving his humble post on the farm, and living in style with the cattle breeder's money, the count obtained the co-operation of a French naval officer, of an official at the town hall of Bordeaux, and also of a newspaper editor who gave him valuable publicity.

Count de Mangon paid several visits to Paris, and boasted that Marshal Lyautey and the French Minister of Marine were interested in the scheme.

One day he exhibited an imposing "contract," by which the Ministry of Marine agreed to place 25 million francs at his disposal to carry out his scheme.

On the contract were many seals and signatures and the supposed signatures of various French admirals.

Arrival of A Rival.

Much impressed, the cattle-breeder gave another cheque. A few weeks later the count told M. Labadie that he had just heard that an American inventor had arrived from America with a famous French aviator, and that the American had a system for floating islands similar to his own, and intended to patent it in France.

In order to register his own system at once in both France and America, the count asked for 6,000 francs.

M. Labadie consented. But he discovered later that no patent for the "floating islands" had been taken out by the count, and that his scheme was nothing but a fraud.

The police learn that the amount of the swindle was about 50,000 francs.

Inspector Frederick Storey, of Brixton police, was recently commended by the coroner "for his plucky and courageous action" in entering a gas-filled room where a lighted gas jet was burning.

COLONY'S CREDIT BALANCE.**EXCEEDED EIGHT MILLIONS IN NOVEMBER.****LOAN RECOVERIES.**

For the first time for some years, the Colony's credit balance on November 30th last exceeded eight million dollars. The exact figure was \$8,279,677.39. The balance at the end of October was \$8,060,390.

It should be explained, however, that the total revenue for the month (\$3,834,839) includes \$1,963,358.77 representing recovery from Loan Funds. For the corresponding month of 1927 the income was \$2,977,746.

The revenue from January to November inclusive was \$22,839,135, as against \$19,208,495 for the previous year. The estimate for the whole of 1928 was \$20,103,300. Expenditure during November totalled \$1,616,652, as against \$1,808,241 in the previous year, whilst the total from January 1st was \$18,546,222, compared with \$17,726,991 in 1927. The estimated expenditure for the whole of 1928 was \$22,183,045.

CHAPMAN'S VIEWS.**DURATION OF TESTS AND EIGHT BALL OVER.**

Melbourne, Mar. 15.
Chapman, interviewed by Reuter, said the wonderfully happy family spirit was largely responsible for the success of the tour and absence of quarrels.

He paid a tribute to the tact of Toone, the manager of the tour, and the ability of White, both as bowler and as vice-captain. Ryder and his men had played the games in the most sporting spirit.

The only jarring notes were, the Kippax incident of December 14, and Larwood on March 2, which had been made too much of.

He mentioned Hammond's prowess, saying he had always subordinated his natural game to the interests of the side; and tributed Larwood, Tate, Duckworth, Hobbs and Sutcliffe.

He suggested that the Tests in future be limited to five days, and two hours on the sixth if a result were possible.

He adversely criticised the eight ball over.

He thanked all for unfailing courtesy and kindness, concluding: "I am the happiest of men. Naturally I should like to see England finish undefeated."—*Reuter.*

OLD CURIOSITY SHOPS.*(Continued from Page 8.)*

rather, in keeping them precisely what they are. No doubt there have always been such shops, or at any rate they must have existed ever since the stream of time began to show the slightest perceptible current.

The ancient Egyptians, with their great piety toward the past, must have had them, and the Chinese, always the world's most devoted antiquarians, may well have been their inventors. Undoubtedly, however, it must be counted among the more significant signs of our own times that old curiosity shops are now multiplying and prospering on every hand. In the most exacting present the world has ever seen the past is coming at last into its own.

O. S. in the Christian Science Monitor.

HEAVIER TAXES IN GERMANY.**TO MEET DEFICIT ON THE BUDGET.****GOVERNMENT THREAT.**

Berlin, Mar. 15.
The increased taxation demanded by the budget presented to the Reichstag, and the usual party disputes, has made the debate a rather lively one, and Herr Mueller, the Chancellor, to-day declared that unless the Budget was passed, the Government would resign.

Herr Mueller said that the situation in Germany was so critical that party politics ought to be kept in the background.

It was essential to introduce a Budget which would not leave a deficit. Only in this way could proof be given to the Committee of Experts dealing with the reparations problem and now meeting in Paris, that in spite of her necessitous conditions Germany would leave no stone unturned to fulfil her obligations.

It is estimated that the Budget deficit will be \$18,950,000, to meet which the Government proposes to increase the tax on beer, death duties and property. It is also hoped that additional revenue will be derived from the spirits monopoly.—*Reuter.*

TONGUE TWISTERS.**ADDITIONS TO DANGEROUS DRUGS ORDINANCE.**

The Governor-in-Council has declared that the Dangerous Drugs Ordinance, 1923, shall henceforth apply to the drugs benzyl-morphine, dihydro-oxycodone, dihydro-decodone and their respective salts and to any preparation, admixture and extract containing benzyl-morphine, dihydro-oxycodone or dihydro-decodone.

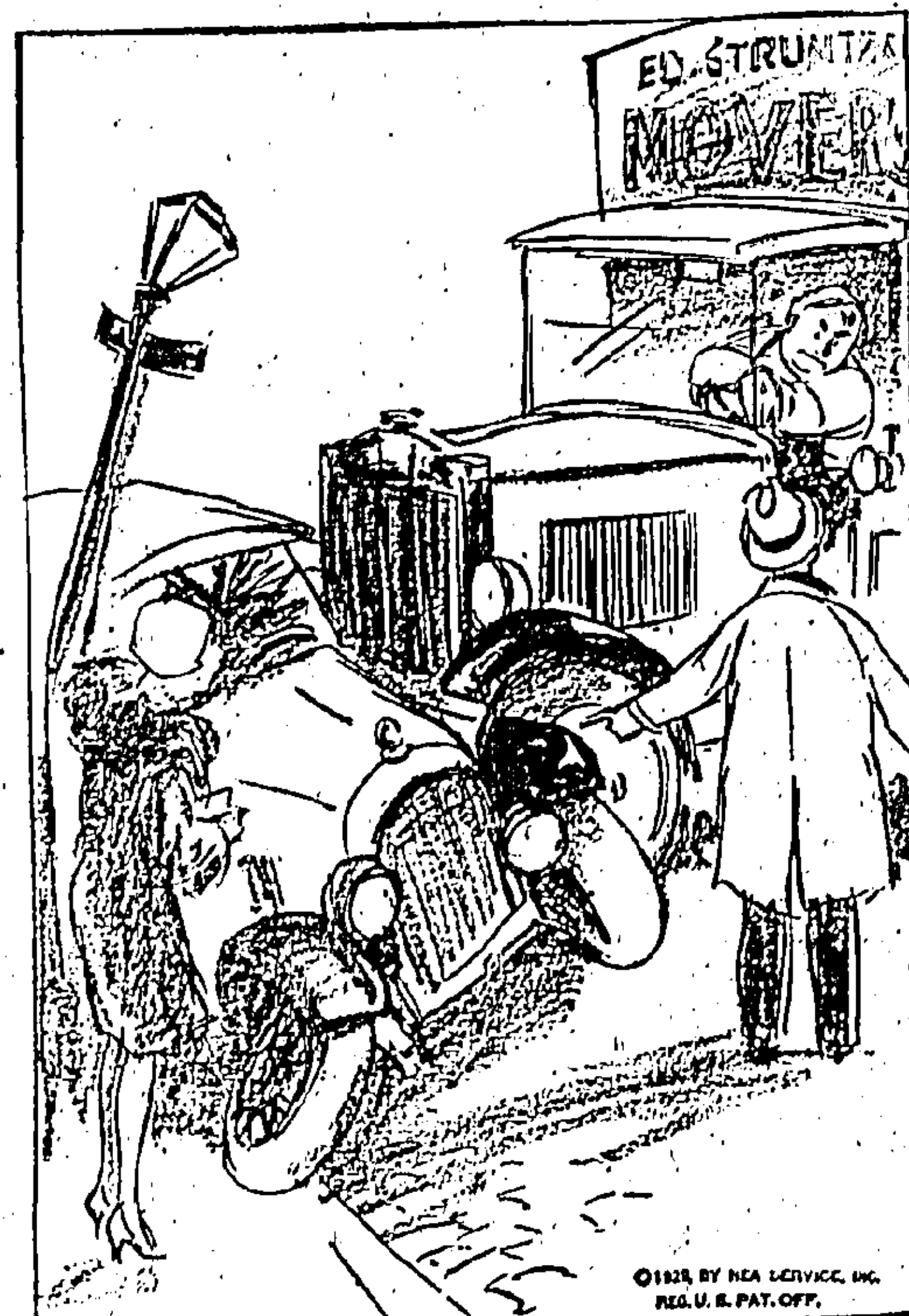
It is explained that the drug benzyl-morphine, which is an ester of morphine, should not be confused with benzyl-morphine, an ether of morphine. The latter drug is occasionally used in medicine, being sold under the proprietary name of "Peronine." The Health Committee of the League of Nations refer to dihydro-decodone as Diconide (dihydro-codone).

WAR DEBT PAYMENTS.**BRITAIN RECEIVES OVER \$6,000,000.**

London, Mar. 15.
The Italian Government duly paid to the British Government to-day a sum of £2,125,000, this being the seventh instalment payable under the Italian War Debt Funding Agreement of 1926.

The sum of £125,000 in gold was released to the Italian Government, in accordance with Article VII of the Agreement.

The French Government also paid to-day a sum of £4,000,000 to the British Government as the sixth payment on account of the French War Debt.—*British Wireless.*

*"Now don't you apologize to him, Roy."***The Very Idea!**

In his native village of Claypole, near Newark, Nottinghamshire, where 52 years ago, at the age of 12 he began work as a farm labourer, the burial took place, recently, of Mr. Harold Coulby, the British-American millionaire, who died suddenly in his bedroom at the Ritz Hotel.

Mr. Coulby, who was the son of a Claypole farm labourer, went to the United States at the age of 18. He walked 600 miles from New York to the Great Lakes, and secured a job on a cargo-carrying boat. He met Colonel Hay, who took a great interest in him, and he rose step by step until he became head of the Inter-Lakes Steamship Company. He was a great benefactor to the village, where he restored the church and built a village hall.

Labour Exchange official (to applicant for dole)—"How dare you apply for unemployment relief when you are working?"

Applicant—"I beg your pardon, sir, but I'm not working."

"But you were seen with a horse and lorry last week selling firewood."

"Well, I do think that it is the limit! Selling firewood! It was me moving to a smaller house!"

[It is said that telephone girls marry young because they are healthy, have nice voices, and are able to dress well.]

When, despite the calls that cumber Every live and tingling wire, I demand a certain number Which I happen to require, And a limpid voice and duty, Echoes back my own to show That the maiden heads her duty. Do I think of youth and beauty? Well, to be quite candid, no!

Yet officials wise and knowing, Only healthy maidens seek, And the rose of health is glowing.

On the operator's check, While as sure as D's for Dover, Her enunciation is such That she finds herself in clover, And her smart get up all over Has a quite distinctive touch.

So the young men never falter, Yea, thrice happy they indeed, If such maids to Hymen's altar They are qualified to lead; And myself will be more chary Of becoming too enraged. If they wed, Ann, Joyce, and Mary, Then a clear preliminary Is that numbers are engaged.

Judge Turner, at Westminster County Court: The defendant says "Prove your debt." The Common Law of England entitles him to say it. An invoice doesn't prove debt.

Willenden Applicant: Can I have the man upstairs stopped from knocking on the floor, so that flakes of plaster drop into my tea?

Many thousands of prisoners giving evidence for themselves try to prove too much and get convicted.—Mr. Hay Halkett, at Marylebone.

"They were singing what they called carols, but it sounded to me more like jazz music."—A constable at Feltham, Middlesex.

"I wish I could prevent people from coming to see me; they even send prepaid telegrams to my house."—Mr. Bingley, the Marylebone magistrate.

To-day's Ghost Story.—A few weeks ago my friend and I stood talking beneath the verandah of a house which is surrounded by hedges. Suddenly the steady step of someone coming up the newly-gravelled path, leading from the rear of the house, fell upon our ears. We listened breathlessly, wondering who could be abroad at that hour of the night. The crunching of the gravel beneath the oncoming footsteps sounded weird and uncanny in the silent night. Nearer and nearer came the unknown footsteps, growing, unmistakably louder as they came.

When we thought the walker was abreast of the verandah, we looked out to see who he was. Almost unconsciously a gasp escaped our lips. The footsteps abruptly died away on the spot. There was no one there! Filled with curiosity, we immediately made a tour of inspection, but saw no one.

The Phantom Footsteps remain an unsolved mystery.

The taxi drew up and an old gentleman in a large fur coat got out.

The taxi-driver glowed with expectation. He made himself useful, and then, after receiving his usual fare, was given sixpence, for his trouble.

After glancing for a moment at the coin, the taxi-driver in a surly voice—"What's this for, guv'nor?"

The old gentleman peered up into the driver's face and replied, "Well, judging by your nose, it's for a drink!"

Wm. Powell, Ltd.
Telephone C. 4578.

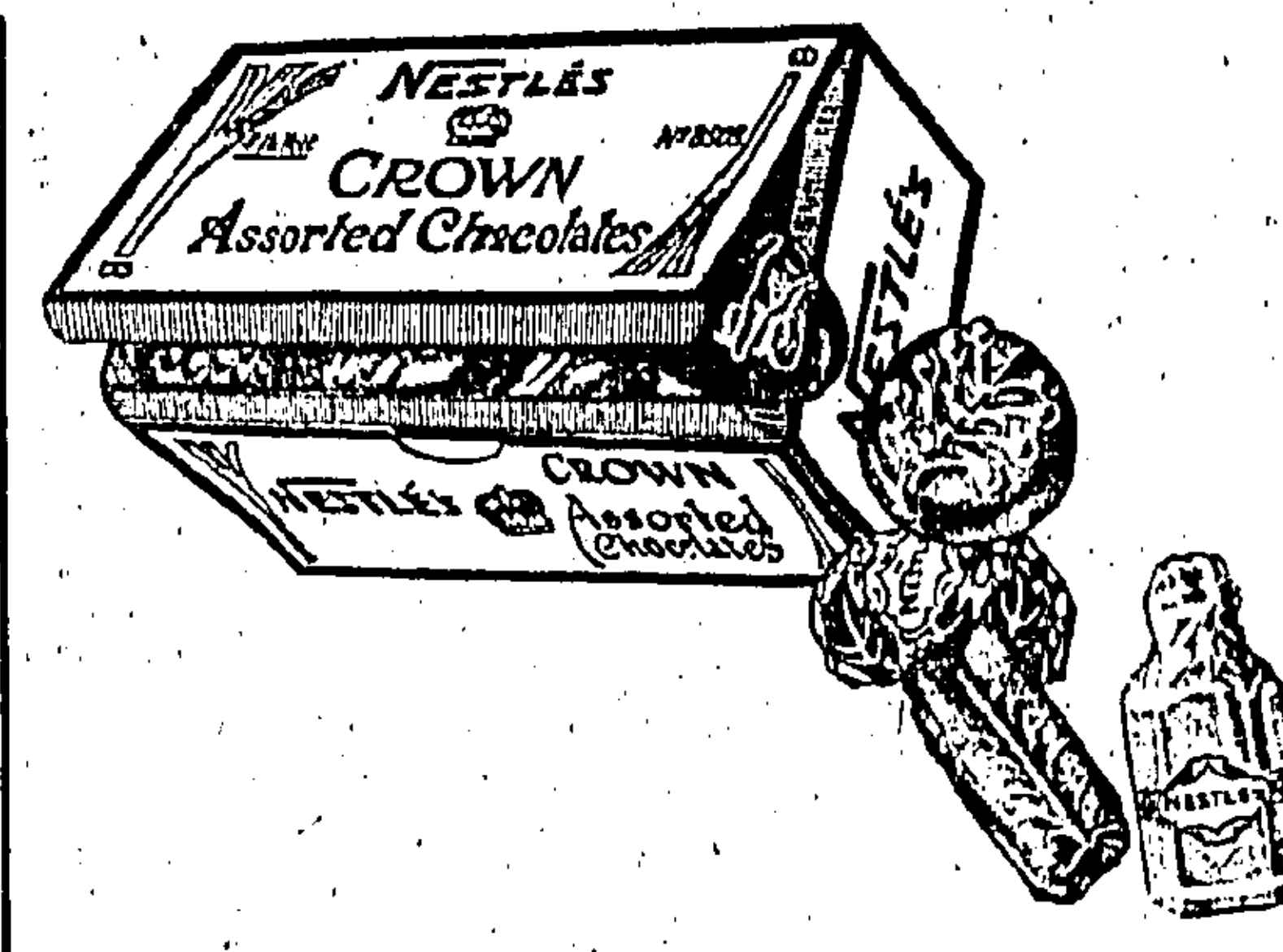


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**REPULSE BAY HOTEL.****SPECIAL ATTRACTION****TO-NIGHT, March 16th**

and

TO-MORROW, March 17th**TALENTED DANCE ORCHESTRA**

from

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(14 Versatile Artists).

THE HONGKONG AND SHANGHAI HOTELS, LTD.**TO-DAY ONLY. At 2.30, 7.15 and 9.15 p.m.****"KOSHER KITTY KELLY"**

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Love adventure, pathos, drama, and an avalanche of laughs.

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NATHAN ROAD, KOWLOON.

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FOR 2 DAYS ONLY

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THE CELEBRATED LANCASHIRE COMEDIAN

Topsy Lee

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IN A SERIES OF
PANTOMIME AND
BURLESQUE ITEMS.

To-Morrow & Monday

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USUAL PRICES.

THEATRE ROYAL.

THE HONGKONG AMATEUR
DRAMATIC CLUB

will present

"THE DOVER ROAD"

A comedy in 3 Acts by
A. A. MILNE.

6th, 9th, 11th, 12th & 13th April,
at 9.15 p.m.

50% of the profits will be given to
THE MINERS' FUND.

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from 23rd March.

Prices: \$3, \$2 & \$1.

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AND

ROYAL MENAGERIE

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Last Few Nights.

Positively Last Performance Sunday 16th MARCH

A SPECIAL GRAND GALA PERFORMANCE

Will be given in Aid of
THE TUNG WAH HOSPITAL
Saturday 16th March at 9.15 p.m.

When 50% of the Gross Takings
Will be Given to the above Institution.

The Following Gentlemen Have Kindly Consented to
be Patrons on This Occasion.

The Hon Mr. R.A.O. North Secretary for Chinese Affairs
The Hon Sir Shouson Chow, Kt.
The Hon Dr. R.H. Kotewall, C.M.G.
The Hon Dr. S.W. Ts'o, O.B.E.
Sir Robert Ho Tung, Kt.
And The Directors of THE TUNG WAH HOSPITAL.

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BOOKING AND PLAN AT MOUTRIE'S.
Buses and Taxis pass the Circus Tent
Last Ferry To Hongkong 12.45 a.m.

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Cheapest and Best

From all leading Compradors.

Be Guided by the Quality—Not the Price.

THE WORLD OF SPORT

SHAMEEN FOOTBALL.

THE WATSON SHIELD FINAL.

The last match of the season was played on the Shameen Football ground on Thursday afternoon when H.M.S. Seamew won the Watson Shield by defeating the Shameen Sports Club by one goal to nil in the final.

It was an excellent match to watch and a fitting end to a very successful season. There was very little to choose between the two sides and the Seamew were certainly lucky to get in the winning goal. Shameen, on the other hand, was decidedly unlucky throughout. First of all, owing to several recent transfers they lost a number of their best men just before the final. Then again in the match the Seamew played their usual very robust game and seemed to be favoured time and again by luck. In the first half, Shameen missed scoring by a few inches on several occasions.

The game was throughout extremely even; there was no score at all in the first half and it was about ten minutes after resuming that Seamew managed to put in their one and only goal from a melee just in front of the Shameen goal.

The Shameen defence was brilliant, and Lay, the goalie, made some splendid saves. Linaker, at right back, and Rasmussen at right half, both played outstandingly "good games." The Shameen forwards, however, were somewhat weak and did not seem to come up to their previous high standard—the two outsiders especially missing many opportunities.

The teams were:
H.M.S. Seamew.—Chapman; Forrest, Horn; Leeson, Goodman, Grimsdell; Thompson, Smith, Cecil, Mitchell and Alderman.

Shameen Sports Club.—A. T. Lay; J. Linaker, Norgelz; R. Rasmussen, Brown, O. Friessner; Grant, E. H. Shekury, F. E. W. Lammert, Geo. Duncan, J. B. and Macfield.

H.M.S. Seamew have not only won the Watson Shield this season, but they have also come out at the top of the League, not having lost a single match. H.M.S. Tarantula won the Shield last season, when the Shameen Sports Club were at the top of the League.

Owing to various postponements and to the unfortunate accident to H.M.S. Moth it has not been possible to complete the League this season and only two teams have played the full 12 matches. However, even if all the teams had completed their games it would not have altered the position of H.M.S. Seamew at the top of the League. The table is:

	P.	W.	D.	L.	F.A.	Pts.
Seamew	12	7	5	0	29	7 19
Scania	12	3	4	5	16	29 10
Shameen S.C.	9	4	1	4	17	13 9
Lusitano R.A.	11	4	1	6	22	80 9
Moth	7	2	4	1	13	7 8
Tarantula	9	2	4	5	9	13 8
Moerhen	8	2	1	5	9	18 6

TENNIS IN CANTON.

LADIES CHAMPIONSHIP FINALS.

Mrs. C. E. Watson on Thursday won the final of the Ladies Singles Open Championship of South China by defeating Miss Virginia Black by two sets to one—5/7, 6/3—on the courts of the Chinese Citizens Athletic Association in the First Public Park, Canton.

Mrs. Watson was absolutely at the top of her form and played a really brilliant game; had she not done so, she might well have lost the match, for Miss Black is a tennis player of no mean ability, having held a States Championship in the U.S.A. before coming out East.

Miss Black played a very steady game throughout, but was beaten by the accurate placing of her opponent, who time after time won points with brilliant shots down the side lines or lobbed over her head.

Mrs. Watson, together with Mrs. Geoffrey Agutter, already holds the South China Open Championship for the Doubles which they won last week when they defeated Miss Wong and Miss Tang Chi-ho.

Last year was the first in which the Open Championships for South China were played and at that time there were only men's singles and doubles, both being won by members of the Shameen Lawn Tennis Club. Mr. J. S. McEnehan winning the Singles and together with Mr. A. T. Lay the Doubles. This year, open events were also held for ladies and though the Shameen Lawn Tennis Club did not manage to retain either of the men's events, they have been well served by their lady members, Mrs. Watson and Miss Hogg who

LAWN TENNIS.

GOLDMAN BEATS LAWRIE IN OPEN SINGLES.

In the only match in the Open Championship yesterday L. Goldman, who has only recently returned from Shanghai, played off his second round tie with J. G. Lawrie in the Open Singles and won in four sets, the last going to fourteen games before a decision was reached.

There were several club matches played off, Sewell qualifying to meet McEnehan in the semi-final of the Club Championship by defeating Lieut. Col. Wyatt in two sets. McEnehan received a walk over from Owen Hughes, who has retired from the tournaments.

The Results.

The results of yesterday's games were as follows:
Open Singles.—L. Goldman beat J. G. Lawrie 6-4, 6-3, 1-6, 8-6.
Club Championship.—G. W. Sewell beat Lieut. Col. Wyatt 6-2, 6-3.
Handicap Singles "A."—J. A. Sumners (rec. 2/0) beat D. H. Hazell (owe 16/1) 6-1, 6-4; Lieut. D. Smith (rec. 2/0) beat W. L. Dunbar (Ser.) 6-8, 6-2, 6-2.
Handicap Singles "B."—W. A. Stewart (rec. 5/6) beat J. M. Norris (rec. 4/0) 6-7, 6-1.
Mixed Doubles.—L. Forster and Mrs. Stark (owe 15) beat J. Barrow and Miss Hancock (rec. 3/0) 6-2, 6-1; Lieut. D. Smith and Mrs. Smith (owe 4/5) received a walk over from Mr. and Mrs. J. N. Owen.

Attractive Matches.

A series of attractive tennis matches will be played on the Chinese Recreation Club ground to-morrow afternoon, when the Club will entertain a team from the United Services Recreation Club, as well as an exponent of repute from the U. S. S. Milwaukee.

The Chinese will play a team of six of their strongest men against a combination drawn from among the members of the U. S. R. C., who will be represented by some of the best players in the Colony. The hosts will be represented by M. K. and M. W. Lo, Ng Sze-kwong and Ho Ka-lau, Kwong Lo and Li Tak-cheuk.

At the same time a match will be played between Commander C. C. Gill, of the U. S. S. Milwaukee, and T. Honda, the holder of the Singles Championship of the Colony. Commander Gill played during the fleet's visit to Manila and made a great impression.

The Club match is due to start at 2.30 p.m. and the singles at 3.30.

LOCAL HOCKEY.

The following will represent the Hongkong Hockey Club first eleven in their match with the Somerset Light Infantry on the U.S.R.C. ground at 5.15 p.m. on Wednesday:—W. K. Tait, W. Woodward, J. Rodger, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, H. V. Parker, R. K. Valentine, G. E. R. Divett, G. R. Vallack and C. C. Francis.

The second team, to meet the Punjab Regiment on the Marina ground at 6 p.m. on Monday, will be:—R. W. Sapsed, R. R. Todd, L. F. Nicholson, A. J. W. Ashby, A. Botelho, E. R. West, A. N. Oher, W. A. Nowers, G. R. Vallack, A. A. Dand and T. J. Price.

THE WATERLOO CUP.

SIX TO ONE AGAINST WINNER.

London, Mar. 15.
In the Waterloo Cup final course, A. Gordon Smith's "Golden Surprise" beat H. Bell's "Bassoon." Betting was 6 to 1 against the winner.—*Reuter.*

ARNE BORE AGAIN.

ESTABLISHES ANOTHER SWIMMING RECORD.

Suva, Mar. 15.
In the municipal sea baths, Arne Bore swam 660 yards in 6 minutes, 57-2/5 seconds, a world's record.—*Reuter.*

Owing to overcrowding, 60 patients are to be transferred from North Middlesex Hospital, Edmonton, to schools at Enfield.

have secured both the Open Ladies' Championships.
As in the case of the men's events, cups will be put up for the ladies' events by the American Association. These will be held by the winners for one year, a small replica being given personally to the winner each year.—*Our Own Correspondent.*

CITY BUS SERVICES.

(Continued from Page 1.)

lakhs vis-a-vis the previous year—such reduction being due to the income from sale of property, loss payments towards the completion of the Peninsula Hotel.

There appear to be no further items calling for explanation, and I trust that shareholders will approve of the appropriations recommended by the Board. The financial situation does not warrant the distribution of a dividend for the year under review, and approval of the Board's recommendations will have the effect of considerably strengthening the Company's position.

Hongkong Hotel Site.

With regard to the disposal of the old Hongkong Hotel site (North Block) and No. 16 Des Voeux Road, your Board gave careful consideration to the matter of developing these sites, and financial facilities were available for reconstruction purposes, but in view of all the circumstances, your Board decided to dispose of the property. It was considered that on the opening of the Peninsula Hotel, Kowloon, the Company would be in possession of an up-to-date establishment replete with all the most conveniences offering a superlative degree of comfort to guests. The financial "lock-up" in hand alone, in connection with a reconstructed hotel on the old Hongkong Hotel site (North Block), would heavily militate against the erection of an establishment capable of comparison with the Peninsula Hotel. Moreover the South Block—containing the present Hongkong Hotel—appears adequate to cope with the volume and class of patronage its centralised location attracts.

It is unnecessary for me to enter into a lengthy dissertation on the merits of the Peninsula Hotel, as shareholders and the general public have had adequate opportunity of gaining first-hand information by visiting that establishment. Regarding the financial benefits to be derived from this Hotel, I am pleased to inform you that the measure of patronage accorded thereto is very gratifying, and endorses the action of your Board in embarking upon a project which gives the Colony an up-to-date establishment capable of fulfilling the requirements of the most exacting, and of handling the heavy volume of transient traffic carried by the passenger steamers which, virtually, berth at its door-way.

Automotive Transport.

I am pleased to be able to state that, during the year under review, your Company was successful in obtaining a concession for the extension of its motorbus services through Queen's Road from Tai Hang village to Kennedy Town. Although this service was initiated in the beginning of the last quarter of the year under review, we were not in a position to run a full-time service until the early part of January of the current year. I am pleased, however, to be able to state that this new venture proved a success from its inception, and the measure of support accorded to it bears eloquent testimony to the fact that there was a crying need for what I may term a "de luxe" bus service through the central part of the city.

Shareholders will doubtless have read with interest leading articles and correspondence appearing in the local press during the past few weeks on this subject, and whilst I am naturally disinclined to make any statement possible of controversial interpretation, I deem it requisite to trace in brief the facts relating to the inception and subsequent growth of the bus services operated—very efficiently I think I may fairly say—by your Garage Department.

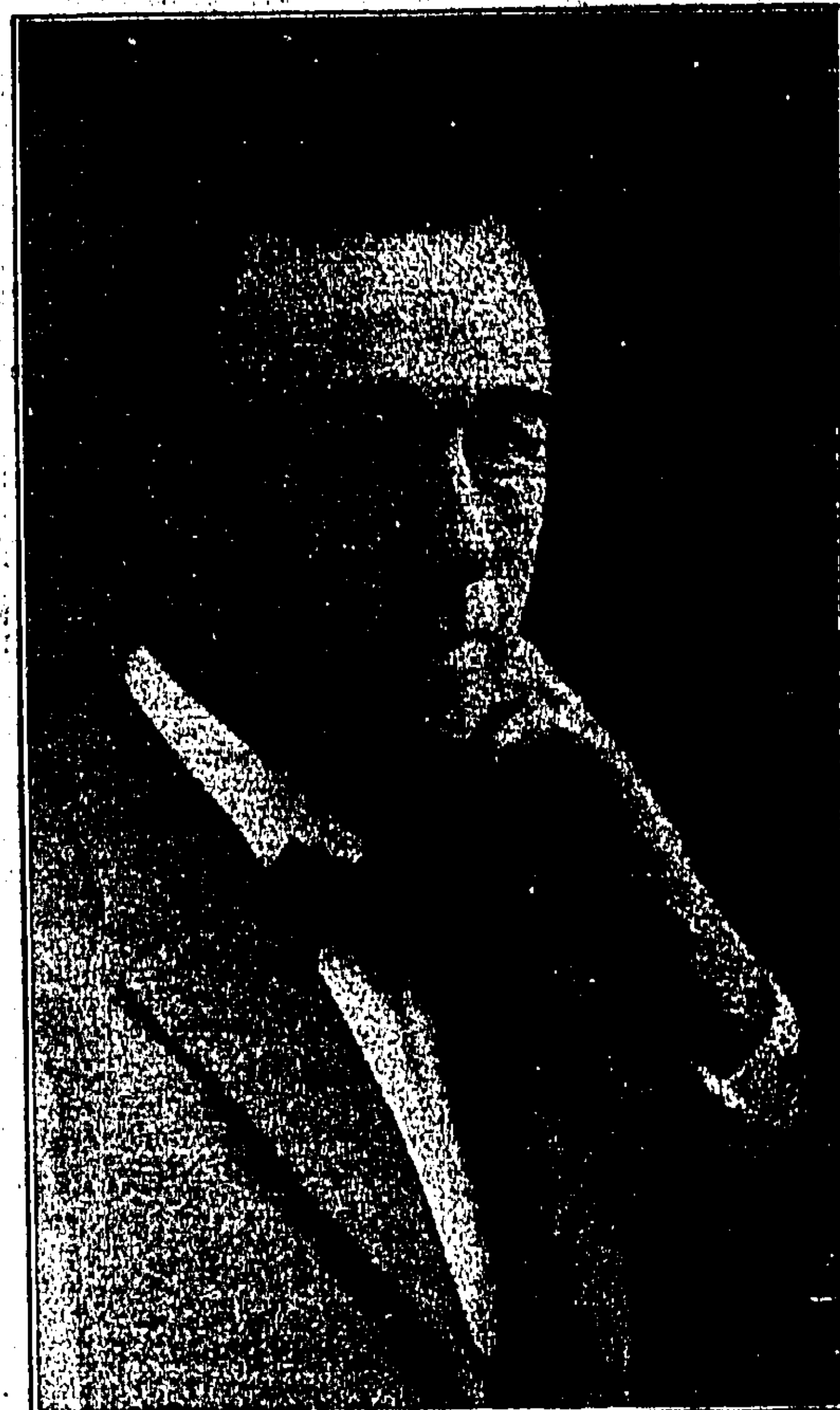
In the year 1918, one of the enterprises your Company had in hand was the construction of the Repulse Bay Hotel, at which time the motor roads of the island were very limited, and in fact the "round-the-island" road was then still under construction, it not being possible to motor further than little Hongkong on one side of the island and Shaikwan on the other.

Offer to Companies.

The opening of this road to traffic synchronised with the opening of the Repulse Bay Hotel, and it became imperative for this Company to find some regular means of transit in order to meet the public demand for cheap and expeditious transport between the city and the south side of the island. In these circumstances, your Managing Director approached the local concerns engaged in that particular class of business, but I regret to say he received very slight encouragement, notwithstanding the fact that your Company was at that time prepared to subsidise such Companies against a loss on working covering a reasonable period—it being understood that in the early stages at least a motor bus service would not prove profitable.

Despite all efforts in this direction, no support was forthcoming, and it therefore became necessary for this Company to inaugurate its own motorbus and motorcar service, and six buses were ordered and arrived in the Colony on the 26th January, 1922. In the first

MR. A. G. M. FLETCHER KNIGHTED.



Amongst the Birthday Honours List was included the name of Mr. A. G. M. Fletcher, former Colonial Secretary of Hongkong, who was made a Knight Bachelor. The new knight is at present Colonial Secretary of Ceylon, a post held by Sir Cecil Clementi prior to his appointment as Governor of Hongkong.

SEGRAVE'S FEAT.

TRIBUTE BY PRINCE OF WALES.

London, Mar. 15.

The Prince of Wales, speaking at the Institute of Transport last night, paid a glowing tribute to Major Segrave's great achievement. The Prince said:—Major Segrave had already two years ago put up a record, and it was not as if he was "new to the game." He knew what it was. He left this country with a car he had, never been able to try out. I am sure all of us take off our hats to him—a very brave man, and a very fine sportsman. We can only sympathise with him that the only thing which marred his great triumph was that his opponent was killed. I am sure we will sympathise with Major Segrave, because he must have felt it more than anybody.—*British Wireless.*

After the Motor-Bost Record.

Daytona Beach, Mar. 15.
Major Segrave is leaving for Miami to-day to compete with Mr. Garwood for the motor-bost speed championship, the world record for which is at present held by Mr. Garwood's "Miss America," namely 92 miles an hour. Major Segrave's boat is the "Miss England."—*Reuter's American Service.*

Charged with having murdered her three-months-old child by drowning it in three inches of water in a bath, a woman at Notts Assizes was found not guilty and discharged.

At a cost of £3,000 a choir vestry, committee and muniment rooms will be built at Chelmsford as a memorial to Canon Lake, sub-dean of the Cathedral and for 34 years rector of the parish.

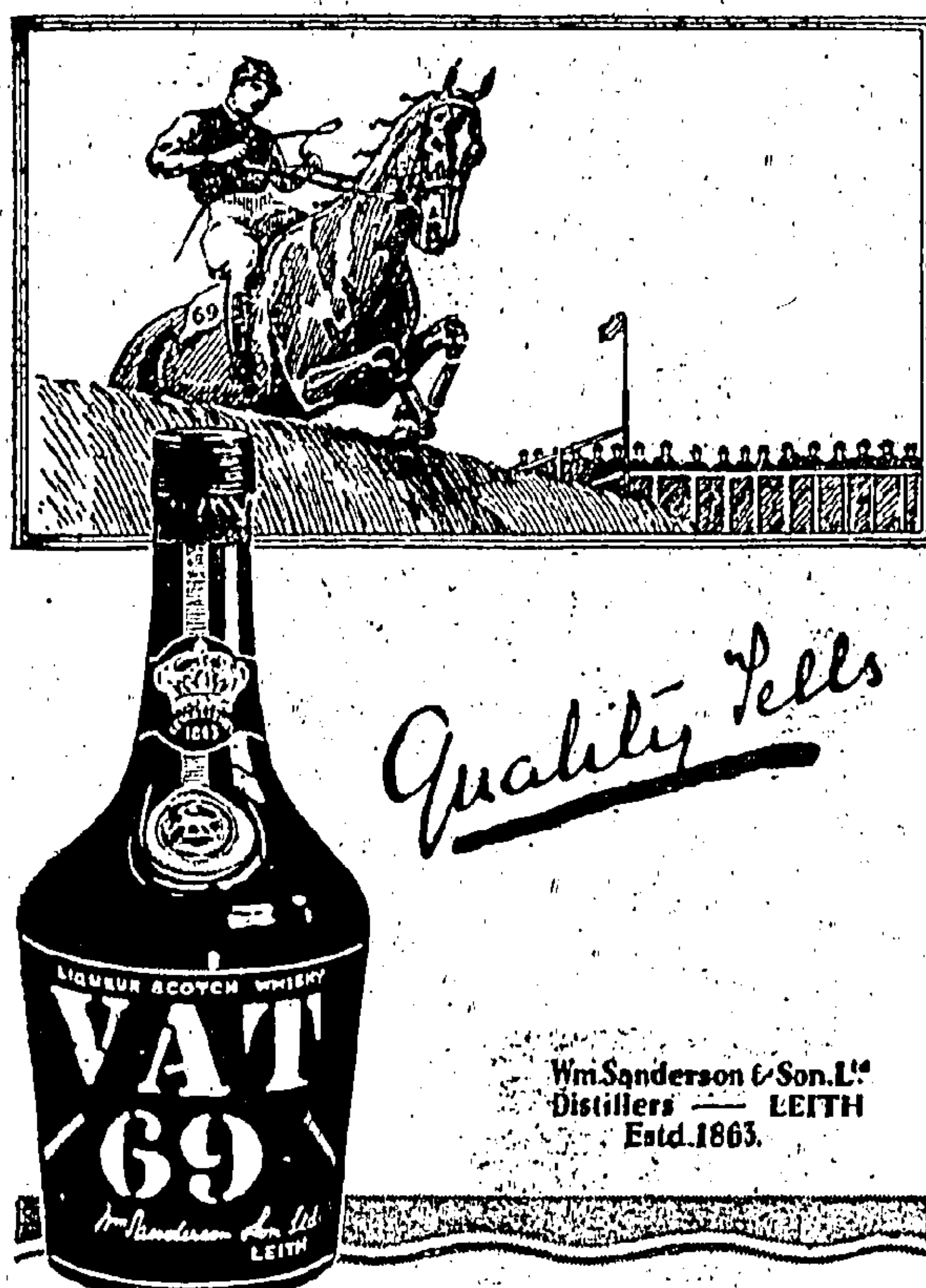
such services. In this instance the Company's request was granted, and, as I have already mentioned, not only has the service in question been inaugurated, but I am pleased to say, it is working satisfactorily and the support accorded to it has been such as to make it necessary for your Board in the course of the next few months to materially increase the number of vehicles on the route.

It is a matter of regret to your Board that they are not in a position to recommend a distribution in respect of the working of the past year, but I may say that the Company appears now to have weathered the difficulties of the past four years, and, as a result of the continuous augmentation of its resources, is in a strong position to-day.

With the opening of the Peninsula Hotel heavy capital payments cease, and the cash revenue of the Company being considerable, a material reduction in the indebtedness to our bankers should not be a matter of great difficulty. Consequently I have every hope that the Company will revert to a dividend-distributing basis in the near future.

Another Application.

In 1927, this Company again approached the Government on the matter of the Queen's Road Service, particularly having regard to the fact that the Company had been in receipt of petitions from the residential Chinese community at each end of this route requesting the Company to inaugurate some



Sole Agents

W. R. LOXLEY & CO.

NUGGET Boot Polish



"Good morning, Miss Shoe, you look positively charming."
"A personal reflection, I assure you, Mr. Nugget."

A.F.B.

THE NAVY'S CHOICE

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PLYMOUTH GIN

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EDUCATIONAL SCIENCE.

APPLICATION OF INDIVIDUAL PSYCHOLOGY.

(By Dr. Alfred Adler.)

The study of the psychology of the individual has shown that the main features of the human character have definitely established themselves, in the case of each individual, after the latter has completed the fourth or fifth year of its life. No modification takes place after that age unless the individual corrects itself and unless it acquires a knowledge of the factors that are either useful or useless to its personal well-being.

Innumerable children are born with inferior and under-developed organs and are unable to cope with the difficulties life has in store for them. The cause of their inferiority may either be a diminished vitality due to alcoholic influences or blood diseases, or it may be the case that the individual child has inherited its weaknesses from its progenitors.

Such under-development is a severe handicap to them throughout their lives. The knowledge of their inferiority gives rise to a feeling of deep and sustained depression far exceeding that which sometimes affects normally-developed children. In consequence of such permanent depression, all their mental functions, more especially their attention and their memory, as well as all their impulses and feelings, lose their naturalness and become subordinated to a desire for the attainment of greater security which, as they hope, will help them to overcome the inferiority with which they had themselves afflicted.

First Struggles.

The children to whom the above remarks apply include, among others, those affected with congenital defects of the organs of perception, the respiratory organs, the brain, the spinal marrow, the organs of digestion and the internal-secretion glands. All these find it difficult to accomplish the tasks that are before them. The attitude adopted, in relation to the first difficulties thus encountered may prove decisive in regard to the children's future development, and their first struggles against the forces that assail their right to self-assertion reveal the strength or the weakness of their defensive powers. It is at this stage that the influence of education must make itself felt, because it determines to a far-reaching extent the greater or lesser success of the children in overcoming the difficulties with which they find themselves confronted.

The feeling of mental inferiority, however, has not always its root in physical and organic inferiority and under-development. It also affects those children who are taxed with burdens that exceed their physical strength, or who grow up in an atmosphere of distress, or who are forced to exchange comparatively easy circumstances of life with a life full of hardship. All these feel insecure, and this causes a feeling of inferiority in them.

Courage in Life.

The numerous individuals who habitually and continuously resort to provocation and subterfuge in order to maintain intact their personal reputation are really merely intent upon preserving the only secret kept by them, viz., the fact that they themselves question their own value.

No one has emphasized more consistently the importance of courage and activity in life than Bergson. The aim of education must be to implant these characteristics in the children concerned so that they may lose the feeling of their innate inferiority. Seeing that this feeling, properly speaking, is really a manifestation of their lack of what may be called "community feeling," the immediate aim before their educators must be to implant this latter kind of feeling in them, i.e., the children must feel that they form part of a large community and they must feel at home when they are in the company of other members of the same community.

Their courage and their self-confidence must be developed, and they must be made to realize that they are not really dependent on other people. If this plan is adopted, they will become more active in their habits and will feel that they are proceeding in the right direction. The "community feeling" must first be nurtured in relation to the children's educator and the latter must then endeavour to cause its transfer to others as well.

The foremost object of education during the first four or five years of age must be to create in the children the feeling of love. If the mother fails to achieve this aim, a course of training—or, if required, of treatment—along the lines of individual psychology must be resorted to. Every tea-

WEDDED SCHOOL CHILDREN.

RAISE MARRIAGE AGE TO 16 PROPOSAL.

Lord Buckmaster has introduced a Bill in the Upper House to render void any marriage in which one of the parties is under the age of 16.

At present the minimum statutory marriage age in Great Britain is 12 for girls and 14 for boys. For persons under the age of 16 to marry is not as rare as many people believe.

From 1916 to 1926 the number of marriages in which one of the parties was under 16 was:—

Under 14	3
Under 15	80
Under 16	292

When the Home Secretary, Sir William Joynson-Hicks, was recently urged by a deputation to raise the marriage age to 16, he replied that the question was "fraught with difficulties."

He said that the difficulty was that in the majority of cases of girls under 16 who married there were urgent reasons for marriage. There would perhaps be an outcry against disallowing young people to marry in such cases.

Sir William also expressed the opinion that it was very undesirable for the marriage age in England to be lower than the age in most other civilised countries.

Among the strongest supporters of Lord Buckmaster's Bill are the school teachers, who may occasionally be called upon to teach young married couples of 12, 13 or 14 years old.

Each and every physician is capable of performing this task provided that the methods employed by him conform to the fundamental principles set down in the preceding lines.

Note.—Dr. Adler, a well-known psychologist and a leader of modern educational thought, was recently invited to lecture at the Sorbonne, Paris. His ideas have also attracted considerable attention in Great Britain and the United States.



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ORCHID.

BY ELEANOR EARLY.

CHAPTER XXXI.

Ashtoreth was remembering that Maizie's hard-earned money had paid for her tropical trip. That Maizie's devotion had nursed her when she was ill. That Maizie's love enfolded her every hour of the day and night. And, remembering, she felt low and grateful. Unworthy for Maizie to mother and cherish.

But she had started her story, and she would finish it.

"I love my mother with all my heart," she told herself. "Is it wrong that I should know her, also, for what she is?"

And about she said, "Daddy had strange ideas about morality. You know how everybody thinks that if a woman is loyal to her husband, and works for him, and never looks at anybody else but him—why, they just naturally call her a moral woman. Don't they? Everybody does."

Mr. Hart nodded.

"Why, I suppose so," he said. "Well, daddy didn't," she declared. "He thought that any woman who got married, just to get herself supported, was exactly as bad as if she'd never married the man at all. But just lived with him."

"Here's one paragraph from the letter he wrote me. I can quote every word of it because I know it all by heart."

"If you trust exclusively to your youthful charms for your provision in life," he said, "and if your cunning is further prompted by your mother, you will have just the same aim as a courtesan, Ashtoreth. Only you will be wiser and less honest."

Ashtoreth paused to explain. "I found the letter," she said, "three days after daddy died. He had tucked it under some things in my bureau drawer. It was in a big white envelope, all stuck up with red sealing wax. And it said on it: 'For Ashtoreth; a personal letter. To be opened after her father's death.'"

"That was long before Judge Lindsey and everybody started talking about companionate marriage. But daddy quoted something that he said Nietzsche said. 'If married couples did not live together,' he said, 'happy marriages would be more frequent.' And after that he wrote, 'To be surfeited with love is a tragedy. In marriage there is inevitable satiety.' And he advised me, if I loved a man a great deal, to refuse to live with him."

Hollis pursed his lips reflectively. "That was pretty strong fodder for a 16-year-old girl," he observed.

"Well, he said that women like to believe that love can do everything," expounded Ashtoreth. "That it is a superstition peculiar to us. And that the sooner I found out how helpless and blundering even the best and deepest love is, the better off I'd be. And he said that love destroys, rather than saves."

"Do you suppose," asked Hollis, "that he felt that your mother's love for him had destroyed him?"

Ashtoreth hesitated.

"Well," she said, "I think mother's devotion was a sort of suffocating thing. Mother isn't what you'd call an inspirational person, Hollis."

"Did your father read Nietzsche a great deal?" inquired Hollis. "Would you call him a student of Nietzsche's philosophy?"

"Why yes, I suppose so. Daddy read a lot," explained Ashtoreth. Hollis held her hands in his.

"And don't you know," he asked her, "that Nietzsche preached a decadent philosophy? The philosophy of gloom and horror. Now, my dear, I wouldn't hurt your feelings for the world. And I've no doubt your father was a remarkable man, and a wonderful father. . . . But you know, it seems, Orchid, you're rather overlooming your mother. She sounds to me like a lively, wholesome soul. And it's rather a dreadful thing you know, child, when a young girl gets to feeling so very superior to the mother who bore her."

Ashtoreth smiled loftily. "That mother who bore you" stuff bores me to tears," she announced. "All that sanctity drivel about motherhood! Why, just because a woman's been through a perfectly normal, natural experience, people should start writing poems and singing songs about her, is more than I can see."

"It probably will be," he admitted. "How would you like to stay a little longer?"

"I'd be fearfully compromised," she declared, "but I certainly would love it."

"You're compromised already," he said. "Wait until your pious friends learn that you've visited with me for a week!"

"He laughed boyishly. "What will Saddle say?" he asked. But Ashtoreth did not want to talk about Saddle.

"Oh, she'd say plenty," she admitted. "But I don't propose broadcasting this little stop-over, you know. Hollis, I'm not going to WNAC and make a speech. Or hand out a statement to the press. What makes you think my pious friends are going to learn about it?"

"Pious friends," he told her sagely, "have strange and devious ways of finding out what we least want them to know. Haven't you discovered that?"

"I don't believe I ever tried to keep things from people before," she answered.

"W-w-w-e-e-e-e!" shrieked the wind. "W-w-e-e-e-e!" . . . And they fell silent, to listen. It was morning now like a lullaby. Mournfully, as if it repented the devastation it had wrought.

Ashtoreth surprised herself when she spoke again.

"I mean," she said, "I'm always keeping things from people. . . . I suppose everybody pretends—but I'm the worst counterfeiter that ever lived! It was a preposterous lie for me to say I never tried to keep things from people. To tell the truth, Hollis, it's the busiest thing I do."

She laughed nervously. "It's this uncanny wind that's making me so truthful," she confessed. "It's as if God was flying all around the place. . . . I mean I've been making-believe all my life. I'm always trying to keep things from people. My poverty, for instance. The fact that I've never been very much to school—I didn't tell you, Hollis, that mother and I bought fur coats and a walnut bedroom set with the money and daddy put away for college. . . . And other clothes, besides. Dresses we couldn't afford, and hats, and shoes and things. In those days I'd rather put money on my back than in my head. I know better now; but it's too late."

Hollis laughed softly. "You're having a perfect orgy of confessions," he said. "When the wind stops howling you'll be sorry you've told me so much about yourself."

Ashtoreth looked thoughtful. "I'm a fraud, I know," she declared. "But I think almost everything really are. If we didn't, I don't believe anybody would like us very much. It's only when you get to know people awfully well that you dare to be yourself with them. And I don't know that it's wise even then."

"For instance, if I hadn't pretended that I was a most unusual stenographer that first time you ever saw me, you'd never have thought about me again. If you'd known I was just a common, kitchen-garden working girl, you wouldn't have looked at me."

"Millionaires don't play with the hired help unless the hired help looks rather special. So I started showing off the very moment you noticed my ring. Talking about searabs and Cleopatra. And pretending my mother was a student of antiquities. . . ."

Ashtoreth blushed. "Of course," she said, "girls always tell lies to men that interest them. When a woman is absolutely truthful with a man she either loves him beyond all reason or he hasn't registered at all."

Hollis came and stood in front of her.

"You're being absolutely truthful with me," he said. To pass it off lightly. "It's the wind," she declared. "I'm afraid to tell lies. I'm scared to death. God might strike me dead with a mango branch. Then what would I do?"

"Did you mean what you just said?" he demanded.

"Why, yes," she parried. "I guess so. I mean, I never told the truth, the whole truth, and nothing but the truth before."

"Then I don't register at all?" she protested. "If you think you can win a declaration out of me that way! . . . You know perfectly well you do."

He put his hands on her shoulders and shook her playfully. "You're a darling fraud," he told her. "And I'm glad you're going home tomorrow."

"Why?" she asked. "Why am I a fraud? And why are you glad I'm going home?"

He answered her seriously. "You're a fraud," he said, "for the same reason that you are beautiful, and young, and soft. And make men want to love you. . . . Because you cannot help it, my dear. . . . And I'm glad you're going home because I'm falling pretty seriously in love with you."

He smiled whimsically. "Alas!" he moaned, "how easily things go wrong!"

A sign too deep or a kiss too long. . . . And then comes mist and a weeping rain. . . . And life is never the same again."

"You don't really love me," she affirmed.

"Oh, my dear," he cried, "I'm old enough to be your father. It's ridiculous for us to talk of love. How could I hope to make a girl like you love me?"

Ashtoreth thought of a number of ways. . . . There was, for instance, that flying machine she had heard about. . . . The foreign car that waited outside the office, with the chauffeur in a crimson livery that matched the leather. . . . There was a little chateau somewhere in Normandy. . . . And a chalet in Switzerland. . . . All in all, there were a number of things calculated to increase Hollis' hopes. . . . They weren't however things a girl could mention at the moment.

(To Be Continued.)



Half the world doesn't know how its better half lives.

THE THEOSOPHISTS.

LOCAL LODGE'S ANNIVERSARY CELEBRATION.

On Thursday evening the Hongkong Lodge of The Theosophical Society celebrated its sixth anniversary with a social gathering of its members and friends at the Theosophical Headquarters, Mercantile Bank Building. Bro. J. Russell, President and Chairman, opened the happy function with words of welcome which, at his request, were followed by a quiet meditation and prayer for peace and light for the souls of those who perished in the recent great fire. After referring with regret to the absence from the Colony of Bro. M. Manuk, the Presidential Agent for China, he pronounced the yearly invocation, in which all joined.

The Secretary's report was presented by Mrs. Mabel May. Ninety meetings were held during the year, comprising public lectures, members' classes with following Star meetings, Committee and General meetings. The old Duddell Street Lodge, so kindly provided free of charge for several years by Mr. and Mrs. J. H. Rutledge, having proved inadequate for the increased activities of the Mother Lodge and its affiliated offshoots, the present new and more spacious premises were occupied on October 1. In spite of the numerous departures of members for Home, the new members who joined the Lodge had brought the total up to a slight increase in membership.

The Library was made good use of. An inspiring address by Bro. H. E. Lanepart, the Head of The Theosophical Order of Service in China, followed, in which he referred to the half a century of herculean work for the spiritual regeneration of the world which lay before the T. S., and also to the great work in the coming half century which the T. S., and especially The Theosophical Order of Service, is destined to perform.

Bro. George W. May, the Vice-President, in his address, referred to the existing Lodges in China as light-houses, and gave expression to the hope that before long new Lodges in the interior of China will spring up. He hoped also for a Lodge composed of Chinese ladies, to take the lead amongst the women of China.

Bro. B. Talati, B.A., the Hon. Treasurer, revealed the financial position of the Lodge to be as good as it could be, yet it necessitated special contributions from some of the members to meet the increased expenditure for rent, etc.

Bro. Wei Tat, B.A., the President of the Chinese Lodge, T.S., also addressed the gathering.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
COIN, CORN, BORN, BARN,
BARK, BANK.

A NEW KNIGHT.

HONOUR FOR MR. A. G. M. FLETCHER.

The many friends in Hongkong of the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., at present Colonial Secretary of Ceylon, and formerly occupying the same position in the Hongkong Government, will learn with pleasure that he received the honour of Knight Bachelor in the recent New Year honours.

Mr. Arthur George Murchison Fletcher was born in 1878 and was educated at Cheltenham and Trinity College, Oxford, where he was an Exhibitioner. He was selected as a Cadet and came out to the Hongkong Service in 1901.

He arrived here in November of that year and before he had finished his studies of Cantonese acted for a time as British Vice-Consul at Macao. He was later seconded for famine relief work in Kwangsi and on returning to Hongkong was appointed Deputy Registrar of Marriages, later as Acting Assistant Registrar General.

From 1905 onwards he was mostly connected with the Colonial Secretary's Office, but he held other Government posts, including Deputy Official Receiver, Assistant to the Attorney General, Official Assessor of Rates, Official Receiver, Acting Colonial Treasurer, Head of the Sanitary Department, and on several occasions, Private Secretary to H.E. the Governor.

Honoured in 1919. He first took his seat on the Councils in 1913 and at various times acted as Colonial Secretary, being prominently identified with many of the Colony's most important development projects.

He was secretary to the Military Service Commission which sat in 1917 and was also chairman of the Vital Requirements and Shipping Control Committee which sat later in the same year. Later, he represented Hongkong's interests at the important International Opium Convention held at Geneva under the auspices of the League of Nations.

In June, 1919, His Majesty the King saw fit to bestow upon him the rank of Commander of the Most Excellent Order of the British Empire, and three years later, in June, 1922, he was made a Companion of the Most Distinguished Order of St. Michael and St. George.

The Hon. Mr. Fletcher, as he was at that time, left Hongkong in January, 1926, for Ceylon to take up the position of Colonial Secretary there, rendered vacant upon H. E. Sir Cecil's Clementi's appointment as Governor of Hongkong. During the 24 years he served in Hongkong he earned the admiration and respect of the whole community, both foreign and Chinese alike. He took a deep and personal interest in Hongkong's development, was a guide and inspiration to many and was a keen devotee of town planning now being carried out in connexion with Kowloon's development.

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CHIEF MANAGER:
Messrs. A. G. M. Fletcher.
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Hongkong, 23rd February, 1929.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
C. C. HYNES, Chief Manager.
Hongkong, 15th September, 1927.

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O. STERNBERG, Chief Manager.
Hongkong, 26th July, 1927.

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LOOK POONG SEAN, Chief Manager.
Hongkong, 18th February, 1927.

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Subscribed Capital £ 10,000,000.
Paid-Up Capital £ 10,000,000.
Reserve Fund and Profits £ 10,000,000.

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Hongkong, 15th March, 1922.

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Hongkong, 7th January, 1927.

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Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
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EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 15	June 22
EMPEROR OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 20	July 23	July 26	July 28	Aug. 6
EMPEROR OF RUSSIA	Aug. 10	Aug. 13	Aug. 16	Aug. 18	Aug. 27
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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CHIENONOEUX...	23rd Apr.	D'ARTAGNAN...	23rd Apr.
ATHOS II...	7th May	SPHINX...	7th May
D'ARTAGNAN...	21st May	ANGOR...	21st May
SPHINX...	4th June	ANDRE LEBON...	4th June
ANGOR...	18th June	G. METZINGER...	18th June
ANDRE LEBON...	2nd July	ANGOR...	2nd July

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BRITISH CONTROL.

ACTION BY THE BURMA CORPORATION.

London, Mar. 15. The precedent established by the General Electric Co. has been followed by the Burma Corporation, as a sequel to the acquisition of a large block of Burma shares by American interests early in the year.

The Burma board has informed shareholders of the terms of lease under which the Corporation holds property from the Secretary of State for India. These require that the Corporation remain under British control, and certain officers must be British. The board therefore is convening meetings to insert new clauses, approved by the London Stock Exchange, laying down British control as a cardinal principle, providing that the chairman, managing director and majority of other directors, the secretary, and managing agents must be Britishers; no foreigners or foreign corporation being entitled to vote on a poll at a shareholders' general meeting.

The Financial Times suggests that legislative action is desirable with regard to British control of vital industrial utility enterprises, and quotes Sweden's action in this connexion.—*Reuter.*

STEAMER SINKS.

LOSS OFF THE COAST OF ALGERIA.

Oran, Mar. 15. The Belgian steamer Scheldepas, bound from Antwerp to Shanghai, with a general cargo, struck a submerged wreck near Vesta Rock, Plane Island, and sank in thirty fathoms.

The crew were saved.—*Reuter.* [The Scheldepas, built in 1897 at Hull, was a steel screw steamer of 5,092 tons, registered at Ghent, and owned by the Zeevaart Maatschappij "Scheldestroom." She was formerly the s.s. Othello.]

THE KUOMINTANG.

OPENING SESSION OF THIRD CONGRESS.

Nanking, Mar. 15. The Third Kuomintang Congress opened at 10.30 and closed at 11.15. The most conspicuous arrival was Marshal Li Chai-sum, who was the target of the cameramen.

Before the opening of the ceremony, the acting General Secretary, Yeh Chu-lang, announced that 211 delegates were present, making a quorum. He also announced that Hu Han-min had been elected temporary chairman.

Marshal Chiang Kai-shek sat alone in the front row of seats busily scanning a manifesto he is issuing to-day in connexion with the abolition of the generalissimo.

Hu Han-min was applauded when he took the chair and delivered his opening address, wherein he stated that the Congress was the first organ of the party. He stated also that all matters connected with foreign affairs, as well as military and political affairs, would be decided thereat and that it would supervise the carrying out of the party's programme.

Complete Unification.

Hu Han-min stated that although the country had been unified in many ways the Government and the party had not been able to carry out their programme, and it was therefore urgently necessary that the delegates should use their united efforts to bring about complete unification in fact as well as in name. They should use their time for the discussion of the solution of vital problems and not waste it on petty issues.

It is understood that there will be a preparatory conference this afternoon, continuing for the next two days for the election of a chairman, a committee and a number of sub-committees, which will examine the proposals to be

THE KELLOGG PACT.

ONLY JAPAN STILL REQUIRED TO RATIFY.

Washington, Mar. 15. The Chinese Legation announces that the Nanking Government has ratified the Kellogg Pact.

It is understood that only Japan, out of the original fifteen signatories, has not ratified.—*Reuter.*

brought to the attention of the Congress.

The Congress is expected to last more than a fortnight. The proceedings have been very orderly. Nanking is bedecked and aeroplanes flew over the auditorium during the ceremony.—*Reuter.*

First Business Session.

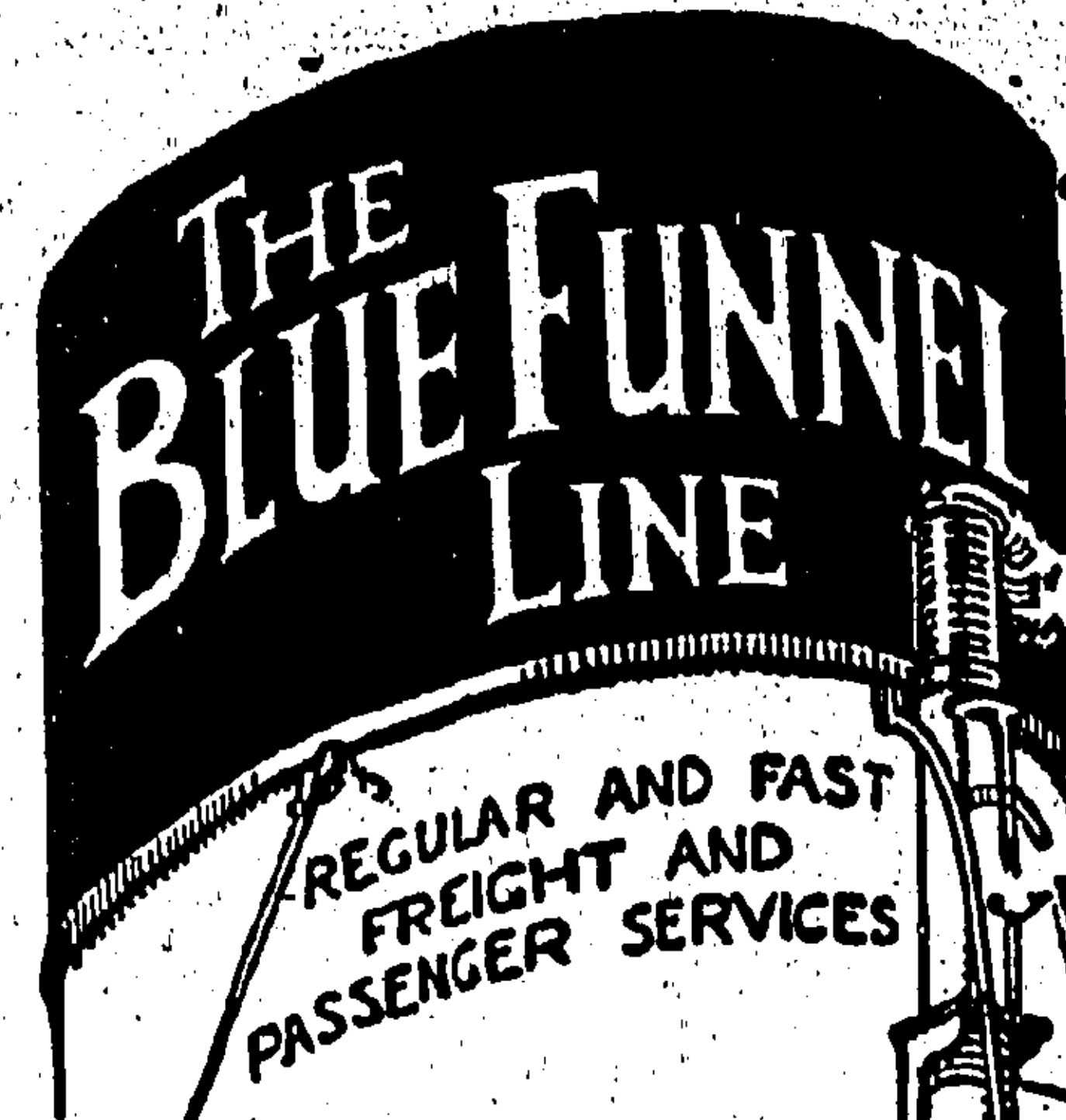
Nanking, Mar. 15.

The first business session of the Kuomintang Congress was held this morning. It is learned there was also a committee meeting this afternoon for the purpose of examining the credentials of the delegates, and a similar meeting will be held to-morrow. It is reported it is considered unnecessary to hold any preparatory conference for the election of personnel to the committee, which will be the same as proposed by the Central Executive Committee, including Hu Han-min, Tan Yankai, Li Shih-tseng, Tsai Yuan-pel, Chang Ching-kiang, Chiang Kai-shek and others.

Chiang Kai-shek originally intended to issue a manifesto dealing with the abolition of the headquarters of the First Group Army, and the opening of the Congress, but it is learned he has made important changes in the manifesto, which will be issued in the form of an interview.

A large number of soldiers are patrolling the streets, but the capital is quiet.

A number of Government and Party leaders have wired to Feng Yu-shiang urging him to attend the Congress. At present it is unknown whether he will be attending.—*Reuter.*



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"CITY OF KHARTOUM" ... London, Rotterdam, Amsterdam & Hamburg... 13th May.

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NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

"CITY OF DUNKIRK" ... via Suez Canal ... 18th March

"CITY OF LILLE" ... via Suez Canal ... 17th May

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Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Jefferson Tues., Mar. 26th, 10 a.m. Pres. McKinley Tues., Mar. 19, 4.30 a.m.

Pres. Lincoln ... Tues., Apr. 9th Pres. Grant ... Tues., Apr. 2nd

Pres. Madison ... Tues., Apr. 23rd Pres. Cleveland ... Tues., Apr. 16th

Pres. Jackson ... Tues., May 7th Pres. Pierce ... Tues., Apr. 30th

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Pres. Monroe Sun., Apr. 7th 8 a.m. Pres. Hayes Sun., May 10th, 8 a.m.

Pres. Wilson Sun., Apr. 21st 8 a.m. Pres. Polk Sun., June 2nd, 8 a.m.

To Manila

Pres. Jefferson Mar. 16th, 6 a.m. Pres. Lincoln ... Mar. 30th, 6 p.m.

Pres. Johnson ... Mar. 24th, 8 a.m. Pres. Monroe ... Apr. 7th, 8 a.m.

Pres. Grant ... Mar. 26th, 6 p.m. Pres. Cleveland Apr. 9th, 6 p.m.

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STEAMER	DUE HONGKONG	DUE TO SAIL
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TAIPING In Port 15th March

CHANGTE 16th April 16th April

TAIPING 7th May 14th May

CHANGTE 11th June 18th June

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CONSIGNEES' NOTICES.

OCEAN-STEAM SHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "MERIONIS", From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into the Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at the Wharf. The Cargo will be ready for delivery from Godown on and after 14th March, 1929.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th March, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd April, 1929, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th March, 1929.

SERVICES CONTRACTABLE DES MESSAGERIES MARITIMES.

The Steamship, "EPHROS"

Arrived Hongkong on 13th March, 1929.

From MARSEILLES & Co. also bringing cargo from Bordeaux, Cognac & Co. ex a.m. "Tetuan"

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday the 22nd March, 1929, or they will not be recognized.

L. LESPOUS, Agent.

Hongkong, 13th March, 1929.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Yatshing Hangsang Chakung Kwongsang	Sat. 17th Mar at 7 a.m. Wed. 20th Mar at 7 a.m. Sun. 24th Mar at 7 a.m. Wed. 27th Mar at 7 a.m.
TO KORE via AMOI, MOJI & KORE	Fooksang	Sun. 17th Mar at 7 a.m.
TO OSAKA via AMOI, MOJI & KORE	Yuenhsang	Satur. 23rd Mar at 7 a.m.
TO STRAITS & CALCUTTA	Hosang Kutsang	Satur. 16th Mar at 3 p.m. Satur. 23rd Mar at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Sun. 17th Mar at 10 a.m. Fri. 5th Apr at 3 p.m.
TO TIENTSIN	Cheongshing	Satur. 30th Mar at noon.
TO CANTON	Hangsang	Mon. 18th Mar at 8 p.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENHARRY" ... 3rd Apr.
Motor Vessel "GLENSHIEL" ... 1st May.
Motor Vessel "GLENBEG" ... 29th May.
Steamship "GLENIFFER" ... 26th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENSHIEL" ... 16th Mar.
Steamship "CARNARVONSHIRE" ... 1st Apr.
Motor Vessel "GLENBEG" ... 13th Apr.
Steamship "PEMBROKESHIRE" ... 26th Apr.
Steamship "GLENIFFER" ... 11th May.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF DUNKIRK" ... via Suez Canal 18th Mar.
S.S. "LAOMEDON" ... via Suez Canal 10th Apr.
S.S. "RHEXENOR" ... via Suez Canal 8th May.
S.S. "CITY OF LILLE" ... via Suez Canal 17th May.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

CONSIGNEES' NOTICE.

(HOLLAND-DOOST AZIE LIN.) (HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN and GENOA.

The Steamship, "OLDEKERK", having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st March, 1929, will be subject to rent. All broken, chafed, and damaged packages are to be left in the godowns, where they will be examined on the 20th March, 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVIA-CHINA-JAPAN L.I.N., General Agents.

Hongkong, 14th March, 1929.

As the cost of heating the L.C.C. trams would be at least £50,000, with a heavy maintenance charge, the proposal has fallen through.

Many hardy plants, not being specially protected, reached the Royal Horticultural Society's show at Westminster in a frozen state during the recent cold spell.

At a solemn requiem Mass at St. James's Church, Spanish-place, W., for the late Queen-Mother of Spain, the Earl of Granard represented the King.

Damaged packages must be left in the Godowns for examination by the consignees and the Company's Surveyor Messrs. Goddard & Douglas at 10 a.m. on Tuesday, the 19th March, 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESPOUS, Agent.

Hongkong, 13th March, 1929.

SHIPS AGROUND.

ONLY ONE FOOT OF WATER ON WEST RIVER.

All ships coming in from Wuchow the last few days reported that the water up the West River is very low, especially near Samshui. It is understood that there is only one foot of water in some places, and, in consequence, almost every vessel has been in difficulties at some time or other during the week.

The a.s. Delhi is reported to be aground at Samshui and another vessel, the name of which is not known but which, in the opinion of those who saw her fast, does not touch at Hongkong, is said to be aground near Wangmoon. A Police launch is also reported to be standing by.

The a.s. Fook On left Wuchow just before the a.s. Tai Hing, and although the former arrived in port at about 2 p.m. yesterday there was no sign of the Tai Hing up till 4 o'clock.

A COUNTER CLAIM.

(Continued from Page 2.)

Mrs. Brewer Cross-Examined.

Answering Mr. Strellett, Mrs. Brewer said she would not call herself a senior partner of the American Trust, but she admitted she signed for the firm. The American Trust was not responsible for the Institute Bank note issue.

After speaking with regard to previous alleged thefts, Mrs. Brewer was closely questioned with regard to the articles allegedly stolen in connexion with the case, these including an "elaborately embroidered petticoat" and embroidered combinations.

Mr. Strellett:—Do people wear petticoats?

Witness:—You are a married man and ought to know.

When Mr. Strellett suggested that not a single article represented a genuine loss, Mrs. Brewer disagreed and stated that the claim was bona fide.

In another part of the cross-examination, Mrs. Brewer stated that Mr. Simmons had referred to the guests as "girls."

Mr. Strellett asked whether Mrs. Brewer would be astonished to hear that one of the "girls" was between 65 and 70 years of age.

Mrs. Brewer replied that the "girl" in question played tennis very well.

Flower Found.

Evidence was given by Sergt. Rozesky as to searching No. 33, Sharp Street East, where there were two sisters. Witness said that Mrs. Brewer, when she saw the imitation flower there said "it was her concrete evidence and she would deduct the value of the goods stolen from her board."

One of the sisters immediately claimed the flower but suggested that the police should take it for the time being.

Sergt. Rozesky said that Mrs. Brewer was not satisfied with the search, so a second search was made. He considered that the premises had been completely and thoroughly searched. As far as he knew, none of the allegedly stolen property was found as the loss of the flower had not been reported. He had no reason to doubt that he was searching the premises of perfectly innocent parties.

The hearing was adjourned until Tuesday afternoon, March 26, and his Lordship also reserved the afternoon of the following day for hearing.

DR. TAGORE.

LUNCH AT GOVERNMENT HOUSE.

Dr. Rabindranath Tagore, the famous Indian poet and philosopher, who arrived in Hongkong on the a.s. Naldera yesterday morning, lunched with His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., who was, according to the great poet, "one of the most cultured Englishmen he had ever met in the Orient."

Objects of Tour.

The object of Dr. Tagore's visit to Canada and the United States, it is understood, is to represent India in the National Council of Education at Vancouver, where he will stay from April 6 to 13, giving a lecture on "The Philosophy of Leisure." From there he will proceed to the University of Southern California, where he has been invited to lecture on poetry, art and literature. He will be there for approximately six weeks.

The main purpose of his tour, it is learned, is to collect funds to create a women's university at his present institution, Shantiniketan, "the abode of peace." His health permitting, he will proceed to England to deliver the Hibbert lectures. It is considered a great honour for an Asiatic to be asked to deliver these historical lectures.

Dr. Tagore is not in good health, and had been advised by the doctors not to make the trip. The West, however, think that he has a message for them, and at their request, Dr. Tagore is now on his way to give "his message of the East to the West."

Guest at Tea Party.

Dr. Tagore was the guest of honour at a tea party given by the Siam-Hindu Merchants' Association at China Building yesterday evening. Mr. Melwani, the secretary, in his speech, welcomed Dr. Tagore and expressed the hope of seeing him again on his way back from Canada and the United States. On behalf of the Association he presented Dr. Tagore with a sum of money contained in a silver box, as their contribution toward the fund for the women's university.

Replying in English, Dr. Tagore expressed his heartfelt gratitude for the gift, and then went on to explain the object of his institution and the message he had for the West. He was weak in health and was getting old, he said, but he had by dint of hard work won some recognition, for which he was proud, not only for himself, but also for the sake of his country and his continent. He said that there was a time when people of other countries came to Asia to hear the word of wisdom, but at present it was just the reverse.

He appealed to them to give him their co-operation, for his cause was also theirs, he said. He was appealing to them not merely for the sake of the cause, but if they would lend him their whole-hearted support.

After the party broke up, Dr. Tagore immediately left for Repulse Bay Hotel as he had to rise early to be on board when the Naldera sails at dawn.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From DUNKIRK, LONDON & STRAITS.

The Steamship, "BENMACDHUI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st March, 1929, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th April, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th March, 1929, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 14th March, 1929.

ROYAL WEDDING.

SCANDINAVIA MAKES GREAT PREPARATIONS.

London, Mar. 15.

Scandinavia is most excited over the Royal wedding, and Oslo is filling up with Royal guests. The Duke and Duchess of York en route, breakfasted at the British Embassy in Berlin, and inspected the ex-Kaiser's palace. This is the first post-war British Royal visit to Berlin. The public did not recognise them driving in the streets. They are leaving for Oslo to-night.

Ice in the Baltic may delay their arrival by a day.

A week's festivities are proceeding at Stockholm, whether the Norwegian Crown Prince has gone to fetch his bride. Neither the King nor Queen is present, being on the Riviera and at Rome, respectively.

The festivities at Oslo include a banquet at the British Embassy, attended by their Norwegian Majesties, the Duke and Duchess of York, and the Norwegian Premier and his wife.—Reuter.

London, Mar. 15.

The Duke and Duchess of York, who are on their way to Oslo to attend the wedding of the Crown Prince of Norway, arrived in Berlin this morning.

Their Royal Highnesses, who are travelling incognito, were met at the station by the British Ambassador, Sir Horace Rumbold, and will spend a day in Berlin, continuing their journey to Oslo to-night.—British wireless.

THE FRENCH NAVY.

NEW SHIPS AUTHORISED BY THE SENATE.

Paris, Mar. 15.

The Senate, by a vote of 272 to 28, has passed a bill authorising the laying down of one cruiser of 10,000 tons, six destroyers of 2,400 tons, six submarines of 1,400 tons and one minelaying submarine of 730 tons.—Havas.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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[Western Union and Watkins, Benson's Manual.]

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STEEL TWIN SCREW MOTOR VESSEL.

Dimensions:—155' 0" B.P. x 35' 0" x 18' 6" M.D. B.H.P. 480. Speed 10 knots. D.W. 845.

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S. S.	Tons	From Hongkong (about)	Destination
*KHYBER	9,114	23rd Mar.	Marseilles & L'don
*PADUA	5,907	28th Mar.	Marseilles, London, A'werp, Rotterdam & Hamburg
MALWA	10,980	30th Mar.	Marseilles & London
*MIRZAPORE	6,715	1st Apr.	Straits, Colombo & B'bay
NALDERA	16,038	13th Apr.	Bombay, M'les & London
KARMALA	9,128	20th Apr.	Marseilles & London
MANTUA	10,946	27th Apr.	Bombay, M'les & London
*NAGPORE	5,283	4th May	Marseilles, London, A'werp, Rotterdam & Hamburg
KALYAN	9,144	11th May	Marseilles, L'don & Hull
MOREA	10,953	25th May	Bombay, M'les & London

*Cable Carab'anna.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Persia, Burma and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,100	21st Mar.	S'pore, Penang & Calcutta
SANTHIA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,146	23rd Apr.	S'pore, Penang & Calcutta
TAKLIWA	7,936	27th Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
*ABAFUBA	6,000	29th Mar.	Manila, Sandakan, B'ban, Island, Townsville, B'ban
TANDA	6,656	31st May	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Obo, Kolumban, Tawau, Tawau, Bawian, & other ports in route as indicated on the following:

Frequent connections from Australia with the following:

The Union S. S. Co's Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe, Yoko & Osaka
KARMALA	9,128	22nd Mar.	S'hai, Moji, Kobe & Yoko
*ALIPORE	5,273	23rd Mar.	Shanghai, Moji & Kobe
*LAHORE	5,252	25th Mar.	S'hai, Moji, Kobe & Yoko
MANTUA	10,946	29th Mar.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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MACKINNON, MACKENZIE & Co.

P. & O. Bldg., Connaught Rd., O. Agents.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.

4120, 4112, 4110, 4102, 4093 via SAN FRANCISCO

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Taiyo Maru ... Wednesday, 20th Mar.

Tenyo Maru ... Wednesday, 3rd Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Shizuka Maru ... Monday, 25th Mar.

Yokohama Maru ... Monday, 8th Apr.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakozaki Maru ... Saturday, 23rd Mar.

Hakusan Maru ... Saturday, 6th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru ... Wednesday, 20th Mar.

Aki Maru ... Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

Sado Maru ... Sunday, 17th Mar.

Tottori Maru ... Thursday, 28th Mar.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Rakuyo Maru ... Friday, 19th Apr.

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Tuesday, Thursday
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and Luxuries of Modern Hotel
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THE HOTEL RIVIERA, MACAU.

Cable Address—"RIVIERA, MACAU."

London, Mar. 15. The fact that 1,230,000 new houses, accommodating more than 5,000,000 people had been built in England and Wales since the war was mentioned yesterday by Sir Kingsley Wood, Parliamentary Secretary to the Ministry of Health.—*British Wireless.*

Lottery prize-money to the value of about £200,000 is lying unclaimed at the Credit Foncier in Paris, says the *Matin*.

Printed and Published for the Proprietors by FREDERICK PERRY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

AFTER 31 YEARS IN COLONY.

DR. MONTAGU HARSTON TO LEAVE SHORTLY.

AN ACTIVE CAREER.

Hongkong will be losing one of its oldest and most prominent British residents when the a.s. Naldora sails on Saturday, April 13th, in the person of Dr. G. Montagu Harston, who is leaving for home on his retirement from the firm of Drs. Harston, Black, Balean and Koch.

Dr. Harston will have all but completed 31 years' residence in the Colony, during which time he has been not only one of the leading members of the medical profession but has also been prominently identified with much of the Colony's public life. It was on April 15th, 1898, that Dr. Harston arrived in Hongkong from Charing Cross Hospital, London, to act for three years as *locum tenens* to Dr. Hartigan, Stedman and Rennie—an original intention which, through other circumstances intervening, resulted in an active local practice of 31 years. Remaining with the firm, whose consulting rooms were then in the old Bank Building, which was demolished to make way for the Asiatic Building of to-day, Dr. Harston became a partner in 1903, and succeeded to the senior partnership when Dr. Stedman retired.

In the course of an interesting interview which Dr. Harston courteously granted to a *Telegraph* representative yesterday, he recalled how he arrived to find Hongkong in the midst of a very serious plague epidemic. The isolation hospital accommodation at Kennedy Town was inadequate to accept all the cases, and makeshifts had to be erected to cope with the numbers. Two of the nursing sisters of the Government Civil Hospital and other Europeans, including two members of the staff of Messrs. A. S. Watson and Co., were among the fatalities that occurred during the outbreak. It was three years previously that the cause of plague had been traced to the rat flea.

Sanitary Department Praised.

Dr. Harston here broke his narrative to pay a high compliment to the anti-plague work of the Sanitary Department, saying that few people of the present generation realised the tremendous achievement that had been effected. In the early days of which he spoke, there were frequent and terrible visitations of plague. Enormous numbers of emigrants came down from Canton overcrowding the western portion of the city—and Hongkong was, at that time, one of the most overcrowded cities of the world. It was against conditions such as these that the Sanitary Department had to work.

The annual cleansing of houses and the lime-washing, together with the flushing of drains, had been carried on so thoroughly that plague had been entirely stamped out in this Colony. It used to be asserted that plague was endemic to the Colony, but that assertion had been falsified, and he did not think that the public quite realised what a beneficial Sanitary Department it had. The war on rats, the cleansing of bed boards, the disinfecting of personal belongings and the constant vigilance of the Sanitary Department officials had placed the Colony under an enormous debt of gratitude.

Proceeding, Dr. Harston recalled how the central reclamation scheme, by which Des Voeux Road and Connaught Road were added to the Colony, had just been completed, how Queen's Building had just been erected and how Prince's Building was not then in being. There were no trams and the favourite forms of transport for Europeans were the old push-bike and rickshaws. Sir Henry Blake was Governor, after whom Blake Pier was named when it was completed some time later.

Ophthalmic Work.

Referring to his professional work, Dr. Harston stated that as he had always been interested in eye disease he was struck by the fact that there was very little expert knowledge of ophthalmic diseases in the Colony when he arrived, notwithstanding the fact that there was a tremendous amount of eye disease among the Chinese. When he went home on leave in 1903-04, he took a special course of study at Moorfields Royal London Ophthalmic Hospital, doing six months' duty as Clinical Assistant.

On his return, he suggested to the Chinese gentlemen interested in the Tung Wah Hospital that an ophthalmic out-patient department should be opened—a suggestion which was eventually accepted by the Committee. The department was opened in 1906 and proved enormously successful. He was in charge of the work for many years, and among the Chinese the reputation of the department spread far beyond the confines of the Colony, patients coming long distances from all parts of the country. Perhaps the greatest value of the work done there was in connexion with the training of Chinese medical students in ophthalmic surgery. He is one of the original lecturers (in

BRITISH ROYALTY IN BERLIN.

ENJOY FIRST VISIT SINCE OUTBREAK OF WAR.

EX-KAISER'S PALACE.

London, Mar. 15. The Duke and Duchess of York are spending to-day in Berlin on their way to Oslo to attend the wedding of Crown Prince Olaf of Norway, to Princess Martha of Sweden.

Their visit, which is unofficial as they are travelling incognito, is the first visit of British Royalty to the German capital since 1914. There has been and will be, no official reception by the German authorities, though it is understood that the Duke and Duchess will leave cards at the residence of President Hindenburg before continuing their journey.

After breakfasting at the British Embassy, the Royal couple started out in a car with Lady Rumbold, the wife of the British Ambassador, on a round of sightseeing, in the course of which they went over the palace of the ex-Kaiser, where they spent two hours.

They displayed great interest in what used to be the Imperial suite of rooms which have been left as when they were occupied by William II. In the afternoon, the Duke and Duchess drove out to Potsdam where they were shown over the palace of Frederick the Great. They inspected Sans Souci and the new palaces also. They leave for Norway this evening.—*Reuter and British Wireless.*

K. F. C. TENNIS.

A good entry has been received for the Ladies Singles Handicap (American Tournament) which is to be played off on the Kowloon Football Club's courts to-morrow. The matches are to commence at 2 p.m. sharp, and tea will be served at four o'clock.

pathology) at the College of Medicine in Hollywood Road (later, the Hongkong University) gave special attention to the ophthalmic side.

He had lived to see Chinese students go home to London and take high degrees in ophthalmic work, and there were in Hongkong to-day Chinese doctors well qualified to carry on the war against eye disease. In 1926, the whole of the ophthalmic department of the Tung Wah Hospital was transferred to the Government Civil Hospital, on the recommendation of the late Dr. Addison, special quarters being built to accommodate it. A really valuable work was being carried on.

Value of University.

Dr. Harston added that the establishment of the University out of the old College of Medicine was a great event for Chinese medical students. He was still on the list of Lecturers.

Speaking of the war-time period, Dr. Harston stated that there was an urgent appeal issued through the *British Medical Journal* for specialists, who were needed at the front. He went home to offer his services, but was turned down as being too old and as having a residence of 18 years in the tropics against him. In face of this physical disqualification, he returned to Hongkong, thus releasing Dr. Marriott, who was over in France within the year.

Other Services.

Dr. Harston stated that in 1909 he served, at the request of the Government, on a Commission to enquire into the high rate of infantile mortality in the Colony. In his early days here he was a member of the Volunteer Reserves, being Surgeon Captain; and was at one time a member of the Committee of the Royal Hongkong Golf Club, the membership of which Club he had just resigned after over 30 years. In the early days there were only two courses—those at Happy Valley and Deep Water Bay.

To the above, we must add that Dr. Harston, who is the author of a well-known work on the care of children in the tropics, served on the Committee of St. George's Society for many years, being honoured with the Presidency in 1925. He has also been a member of the War Memorial Committee, a Freemason since 1899 (Persoverance Lodge), and a medical officer of the Hongkong Boxing Association, as well as a Justice of the Peace for nearly thirty years.

On his departure, Hongkong will be losing a good-ly to a resident and medical practitioner who has never spared himself in the service of his fellow residents and of the Colony generally. He will take with him the best wishes of all for the success of the consultant practice which he intends to establish in London, and the hope of all who know him that he will enjoy strength of health—a possession he has lavishly spent in the service of others. The loss of his cheerful personality will leave Hongkong much the poorer.

AUSTRALIA WINS FIFTH TEST.

VALUABLE SCORE BY CAPTAIN.

EXCITING END COMES SOON AFTER LUNCH.

5 WICKET VICTORY.

By winning the fifth Test Match of the present series, soon after the lunch interval to-day, Australia has now a two victory lead over England in the grand total of Test encounters.

When play was re-commenced this morning—the eighth day of the game—Australia needed 113 runs to win and still had six wickets in hand. There was great excitement and interest displayed by the large crowd at Melbourne, and by lunch time Australia had carried the score to a point where they needed only 38 more runs to win and had five wickets in hand.

It was but natural that, with such a reserve of batmen, Australia speeded up the run-getting after the lunch interval, victory being achieved by the margin of five wickets.

The story of to-day's is told in the following Reuter telegrams:

Melbourne, Mar. 15. There were 16,000 on the ground when the play was resumed this morning. The weather was bright. The wicket was playing easy and was on the hard side.

Greatest interest was manifested in the final stages of the game and the spectators were admitted at half-price, and poured into the stands.

The English team were "on their toes" and Duckworth, behind the wicket, was superb. The 200 went up after 307 minutes, shortly which Kippax was run out with 28 runs to his credit. At this stage Ryder had made 18, the score being 204 for 6.

The manner of Kippax's dismissal was curious. He went forward, but Ryder declined to respond and both batmen were caught at one end, Tate easily breaking the stumps at the other. Ryder had a very narrow escape just before lunch. His score stood at 27 when he was thrown out by a smart return from Leyland. The appeal was not allowed, English players in the vicinity registering surprise at the decision.

The gates were opened free to the public at 1.25 p.m.

The score at lunch-time stood at 248 for five wickets, the batsmen at the wicket being Ryder, not out, 37; and Bradman, not out, 22.

A cable received here at 2.02 p.m. announced that Australia had won by five wickets.

Scores are as follows:—

England—1st Innings.				
J. B. Hobbs, c. Fairfax, b. Wall	10			
D. R. Jardine, c. Oldfield, b. Wall	19			
W. R. Hammond, c. Fairfax, b. Wall	25			
E. Tyldesley, c. Hornibrook, b. Ryder	12			
G. Duckworth, c. Fairfax, b. Hornibrook	12			
E. Hendren, c. Hornibrook, b. Fairfax	10			
M. Leyland, c. Fairfax, b. Ozenham	10			
H. Larwood, b. Wall	4			
C. G. Grimmett, not out	15			
M. W. Tate, c. substatute, b. Hornibrook	15			
J. C. White, not out	15			
Extras	15			
Total	610			

Fall of wickets: 1/84; 2/141; 3/141; 4/240; 5/260; 6/401; 7/409; 8/421; 9/419; 10/510.

Bowling Analysis.				
	M.	R.	W.	O.
Wall	48	8	128	2
Hornibrook	46	8	142	3
Ozenham	45	10	98	1
Grimmett	25	11	49	1
Fairfax	37	4	84	1
Ryder	18	5	29	2
Kippax	2	1	2	—

England—2nd Innings.				
A. Jackson, run out	10			
A. F. Kippax, c. Duckworth, b. White	20			
R. Ryder, c. Tate, b. Hammond	20			
D. Bradman, c. Tate, b. Garry	45			
F. Fairfax, b. W. G. Garry	12			
A. F. Ozenham, c. Duckworth, b. Garry	7			
W. A. Oldfield, c. and b. Garry	25			
C. V. Grimmett, not out	25			
C. Wall, c. Duckworth, b. Garry	9			
F. M. Hornibrook, b. W. G. Garry	25			
Extras	17			
Total	431			

Fall of wickets: 1/11; 2/119; 3/75; 4/119; 5/123; 6/181; 7/212; 8/217; 9/231; 10/257.

Bowling Analysis.				
	M.	R.	W.	O.
Larwood	34	7	88	1
Tate	42	22	108	3
Garry	46	8	108	3
White	24	7	59	1
Hammond	16	8	31	1
Leyland	11	—	—	—

Australia—1st Innings.				
J. B. Hobbs, c. Fairfax, b. Grimmett	65			
D. R. Jardine, c. Oldfield, b. Wall	11			
W. R. Hammond, c. Ryder, b. Fairfax	18			
E. Tyldesley, c. Oldfield, b. Wall	21			
E. Hendren, not out	13			
M. Leyland, not out	13			
M. W. Tate, c. Fairfax, b. Hornibrook	24			
G. Garry, b. Wall	4			
J. C. White, c. Ozenham, b. Wall	4			
G. Duckworth, b. W. G. Garry	20			
Extras	20			
Total	257			

Fall of wickets: 1/11; 2/119; 3/75; 4/119; 5/123; 6/181; 7/212; 8/217; 9/231; 10/257.

Bowling Analysis.				
	M.	R.	W.	O.
Wall	20	5	66	5
Hornibrook	19	5	51	1
Fairfax	7	—	—	—
Grimmett	24	7	66	2
Ozenham	16	8	34	1

Australia—2nd Innings.

W. A. Oldfield, b. Hammond	48			
P. M. Hornibrook, b. Hammond	18			
W. R. Hammond, b. Hammond	35			
A. Jackson, b. Garry	46			
A. F. Kippax, run out	28			
R. Ryder, not out	—			
D. Bradman, not out	—			
Extras	—			
Total (for 5 wickets)	230			

Fall of wickets: 1 for 51 runs (Hornibrook), 2 for 80 (Oldfield), 3 for 129 (Woodfull), 4 for 158 (Jackson).

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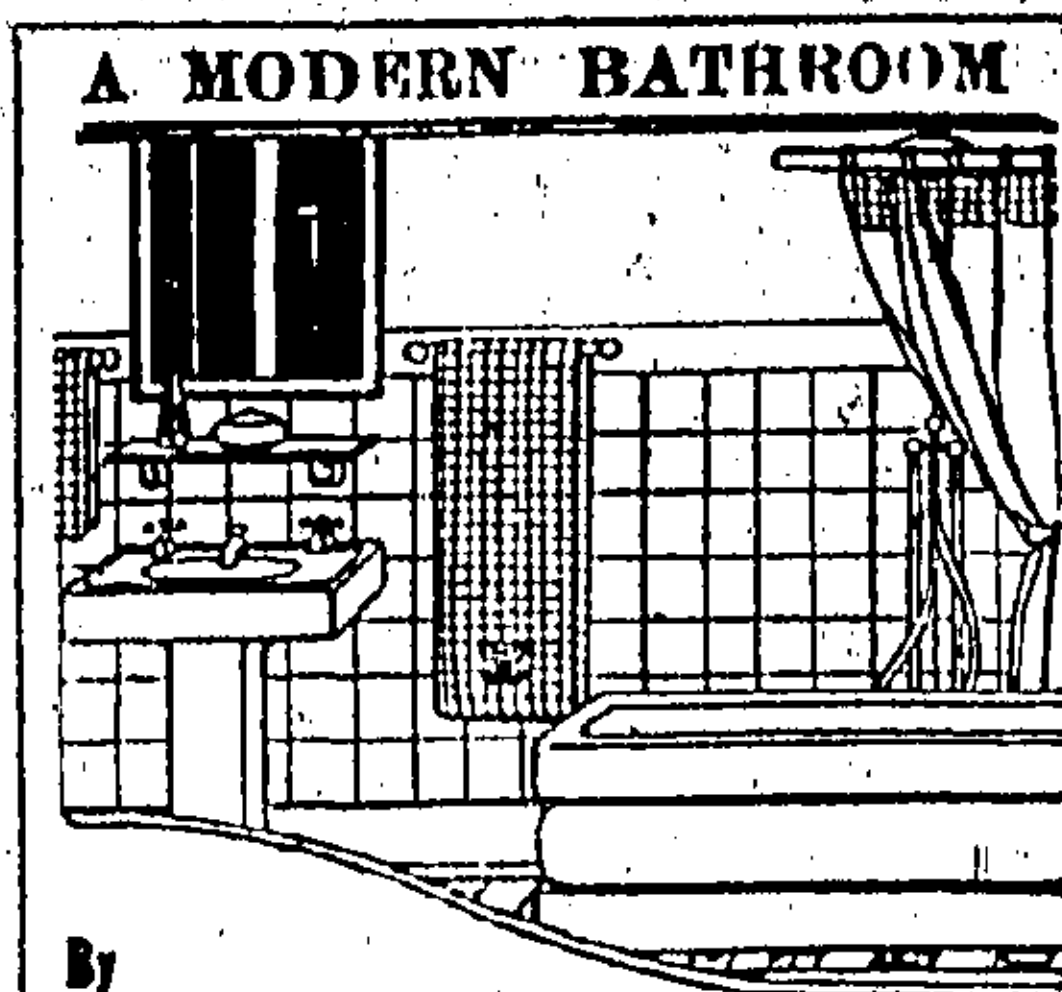
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TRAMWAY CRITICISMS ANSWERED.

WHY HOTEL COMPANY ENTERED TRANSPORT FIELD.

HAD NO ALTERNATIVE.

A non-controversial reply to recent criticisms of the Hongkong and Shanghai Hotels, Ltd., for inaugurating a motor-bus service on the Queen's Road route, was made by Mr. J. Scott Harston when presiding at the Company's annual meeting held to-day. It will be recalled that at the recent meeting of the Hongkong Tramways, Ltd., the Hotel Company was accused of competition in this connexion.

Mr. Scott Harston's statement was in the nature of an explanation of the inception and growth of the Company's bus and car services. He dwelt with the opening of the Repulse Bay Hotel and the motor road round the island, necessitating transport facilities between the city and the south side of the island, and stated that although local firms were approached and offered subsidies for loss on working over a reasonable period, no support was forthcoming. This compelled the Hotel Company to inaugurate its own bus and car services.

It was also explained that the Company made several applications to the Government to run buses from Kennedy Town to Happy Valley via Queen's Road, two in 1923 and one in 1925, before the concession was granted in 1927.

A further interesting statement made by the Chairman was that the Company appears to have weathered the difficulties of the past four years and is now in a strong position, with the result that there are hopes of it reverting to a dividend-distributing basis in the near future.

DIVIDENDS IN THE NEAR FUTURE?

Addressing the shareholders, the Chairman said:—Gentlemen, the report of your Directors and statement of accounts for the financial year ended 31st December, 1928, having been in your hands for the prescribed period, I will, with your permission, follow the usual procedure, and take them as read. The Auditors' Report is as follows:—"We have audited the above account and balance sheet with the books and documents of the Head Office and the accounts and balance sheet of the Shanghai Branch rendered by Messrs. Thomson & Co., as accountants to the Company in Shanghai, certified by them as correct. We have obtained all the information and explanations we have required. In our opinion, such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and as shown by the books of the Company—Percy Smith, Seth & Fleming, Incorporated, Accountants, Auditors, Hongkong, 6th March, 1929."

The Accounts. You will observe from the Profit & Loss Account for the year 1928 that the balance of Working Account amounted to \$1,113,867.15 against \$1,102,559.43 for 1927—an increase of \$11,307.72, which I think under the circumstances may be regarded as satisfactory, more particularly as during the summer months business both in Hongkong and Shanghai fell much below the average for that particular time of the year.

You will observe also that the working profit for the year has been augmented by the sum of \$974,169.75 in respect of the profit on the sale of the old Hongkong Hotel Site (North Block) and No. 16 Des Voeux Road, which property was disposed of to the Hongkong Land Investment & Agency Co., Ltd. on the 30th November 1928, and I propose to make further reference to this subject later.

Referring to the debit side of the Profit & Loss Account, you will note that "Mortgage and Bank Interest" is considerably lower than last year. As my predecessor in the chair explained to you at the last annual meeting, during the military occupation of the Peninsula Hotel interest applying to "Construction in Progress, etc." was debited to Profit and Loss Account, and per contra, the item of "Rents" received the benefit of the rental revenue derived from the military authorities, whereas, on the termination of our lease with the military authorities and consequent

renewal of work on the building, the relative interest was again capitalized. Any explanation of the various other items comprising the Profit & Loss Account would appear to be unnecessary—they being, I think, self-explanatory. I would emphasize, however, that depreciation has again been provided for on a liberal scale, and that in addition your properties and equipment have been well maintained out of revenue.

Big Assets.

Turning to the balance sheet, you will notice that on the Assets side "Land and Buildings" now stand in round figures at \$16,000,000, and on this subject you will be interested to hear that the book value of the Company's properties is considerably below present day valuations: to illustrate this, I will cite one instance, viz. the Majestic Hotel property in Shanghai—the value of the land in respect of this property appears in the books in round figures at \$1,000,000 below the figure shown by the latest Municipal assessment relating to that property.

The increase you will observe in the assets figures under the headings "Furniture and Fixtures," "Mechanery and Plant," "Linen, Crockery, Glassware and Plated-ware," are due, in the main, to the equipping of the Peninsula Hotel. The only other item appearing to call for comment on the Assets side of the balance sheet is "Motor Cars, Conches and Trucks," which item has increased since the 1927 period by slightly over two lakhs. This augmentation is mainly due to the acquisition of additional motor buses for the Queen's Road and Felix Villas routes.

The Liabilities.

Turning to the Liabilities side of the balance sheet, you will observe that "Land and Buildings" Reserve has been reduced by an amount of \$806,167.64. This represents the accretion credited to that account on revaluation from time to time of the Remaining Portion of Marine Lot No. 7, i.e. site of the old Hongkong Hotel North Block, which on sale of that property became transferable to the Revaluation Account. Should shareholders approve of the recommendations of the Board, the "Construction and Development" Reserve will stand at \$1,000,000 and the "General" Reserve at \$3,000,000, which figures have been for the purpose of liquidity, incorporated in the accounts. "Loans Secured by Mortgage" show a reduction of some four lakhs.

(Continued on Page 10.)

"VOLGA BOATMAN" DISPUTE.

SWATOW MAYOR ANNOYED WITH POLICE.

UNAUTHORISED ACT.

The action of the authorities in Swatow in having banned "The Volga Boatman" film and confiscated it after one performance, has resulted in a sharp conflict between the Police Department and the Mayor, the latter contending that the matter is one which concerns the Municipality alone.

It will be recalled that troops surrounded and raided the cinema where the film was first shown and confiscated the picture on the grounds that it was seditious and was nothing more or less than Communist propaganda.

Our Swatow correspondent, writing on the latest development in the affair, says it appears that the action was taken by the police authorities alone, without any sanction from the municipal body. It has now resulted in a strong protest from the Mayor, who has stated that the censoring of cinema films belongs to his department.

The Mayor is reported also to have demanded from the police an explanation as to why soldiers were sent to confiscate the film without any authorisation from his office, and to have announced that he will personally look into the matter, and decide whether or not the film is suitable for presentation in Swatow.

If the Mayor should decide to remove the ban, it is expected that the film will be shown after all, but what action the police will take under those circumstances remains to be seen.

VALUABLE AID TO SURGERY.

THE DISCOVERY OF A NEW ANAESTHETIC.

EXPERTS' OPINIONS.

London, Mar. 15. A new medical discovery which will probably prove of inestimable benefit to mankind is fully described in the current issue of the *Lancet*, the famous British medical weekly.

It is a new anaesthetic which has not yet been placed on the commercial market, but which has been carefully studied by experts and fully approved.

The article in the *Lancet* is contributed by two distinguished anaesthetists, one of whom, Dr. Shipway, acted as anaesthetist to His Majesty the King in his recent operation for the removal of a fluid.

The new anaesthetic is called "Avertin" and it is administered by injection. In a record of 198 serious cases in which it was used there were only two deaths under the anaesthetic.

The writers state that "Avertin" produces unconsciousness more quickly than any other similar drug with which they have had experience.

A notable feature of this particular drug is the fact that after-effects are almost absent.—*British Wireless.*

FLU STOPS FLIGHT.

MR. VAN LEAR BLACK HELD UP IN S. AFRICA.

London, Mar. 15. It is learned from Bulawayo that Mr. Van Lear Black, the American millionaire newspaper owner, who is touring the world by air, has been held up at Broken Hill.

Both pilots and the mechanic of his giant Fokker machine are suffering from influenza.—*Reuter.*

CAMBRIDGE GETS A WINDFALL.

£200,000 BEQUEATHED FOR SCIENCE.

London, Mar. 15. The will of the late Mr. John Humphrey Plummer of Southport, who left £271,000, bequeaths to Cambridge University £200,000 for science.—*British Wireless.*

PRELIMINARY TO CONGRESS.

MARSHAL CHIANG ON PARTY LOYALTY.

MANIFESTO ADDRESSED TO DELEGATES.

APPEAL FOR SUPPORT.

Nankang, Mar. 15. On the occasion of the opening of the Third National Congress of the Kuomintang Party, Marshal Chiang Kai-shek, the President of the State Council, has issued a manifesto to members of the Party.

Marshal Chiang opens by drawing attention to the fact that no National Congress has been held for three years. It is impossible, therefore, to delay the gathering. The problems of the party and of the Nationalist Government are numerous and cover a wide field, and the Third Congress may therefore be regarded as the most important in the history of the Kuomintang Party.

With strong foes without, he continues, and with continued, though minor, disturbances within the country, it is the more lamentable that despite all efforts to purge the party of the re-

THE BRITISH MINERS FUND.

Donation Helps Towards The \$6,000 Mark.

We have to-day received a sum of \$25 from a resident signing himself "Sympathiser" towards the British Miners' Relief Fund. It is forwarded as a contribution helping to swell the *Telegraph* Fund to \$6,000.

The total now received is \$5,703.65 and 10/- . The need for help still continues, and we should appreciate further donations with a view to bringing the total to the \$6,000 mark.

Every \$5 subscribed in Hongkong means an addition of £1 to the Fund.

actionary elements, many of the so-called followers have failed to render the support desired, while there has been a lack of unity of thought as well as of action.

He goes on to say that strictly speaking it is wrong for any member of the Party to say that he is a "Moderate" or a "Leftist." There should be no "Left" and "Right" Wing in the Party. If the Kuomintang and the Government it has established are to put the country's house in order, it is essential that all members of the party should give their loyal support to the leaders.

Class War.

Marshal Chiang goes on to say that the object of the doctrine of the Kuomintang founder, the late Dr. Sun Yat-sen, was to secure representation of all classes of the people by the Party, while it is and has always been the foremost purpose of the Party leaders to protect and work for the welfare of all classes.

"There must be no class wars in our country. It is wrong to attack the small or big capitalists on the one hand and blindly to put stress on the interests of labourers and peasants before everything else. Wrong interpretation of the Party doctrine has been the sole cause of the frequent dissensions and controversies among the Party members."

the Hunan Affair.

Marshal Chiang referred to the unsatisfactory state of affairs in Hunan. He describes the affair as an attempt by a group of militarists to seize control of the government revenue and the vast territories of the two Hu Provinces, involving total disregard of the orders of the Central Government, and the attempt to strengthen their position by resort to force of arms.

Concluding the says that to effect unity of action among the

HSIN WAH WRECK TRAGEDY.

CHINA MERCHANTS STAND ON PRECEDENT.

NO COMPENSATION.

As the result of prolonged deliberation, says a Shanghai message, an announcement has been made by the China Merchants Steam Navigation Company that no claims for compensation by the families of those who went down with the company's ill-fated s.s. Hsin Wah off Waglan Lighthouse, Hongkong, several weeks ago, will be entertained.

The tragedy was one of the worst occurring on the China coast in recent years, there being less than thirty survivors of over 400 on board, and this in spite of the fact that there was an hour's interval between the striking and sinking.

The decision was announced on Monday, the Company issuing a statement to the effect that the China Merchants had decided to maintain the same attitude as that adopted by other shipping companies, namely, that they will not hold themselves responsible for losses suffered as a result of the sinking of ships.

This being the case, all claims for compensation will be rejected, the statement adds.

The claimants, it is understood, are far from satisfied with this decision, and it is proposed to hold a meeting to discuss the matter.

AMERICAN FLOODS MORE SERIOUS.

THOUSANDS OF PEOPLE NOW MAROONED.

BREAD FROM THE SKY.

New York, Mar. 15. The very heavy rains in the south have continued and very serious floods have occurred. The waters are still rising and it is feared that the situation will develop critically.

Five States, Alabama, Georgia, Nebraska, Iowa and Illinois are suffering from the deluge, but the damage in Alabama is the most severe.

A message from Montgomery, Alabama, states that five towns in the State are inundated, and thousands of acres of crops have been ruined.

Flomaton and Brewton are two cities which have suffered the worst. At Brewton, ten thousand people are reported to be in danger as they are without food supplies.

Four thousand people have been cut off at Elba since Thursday.

It is impossible at the present time to estimate the number of dead and injured as communications have been cut off.

Seaplanes are dropping bread for the marooned populace, while in some areas National Guardsmen and the coastguards are attempting rescue by means of motorboats.—*Reuter's American Service.*

WORLD LAND SPEED RECORD.

KAYE DON GETTING READY FOR NEXT YEAR.

London, Mar. 15. It is learned that Kaye Don, the well-known racing motorist, will make an attempt to beat the world motor speed record of 231.36 miles an hour set up by Major H. O. D. Segrave, of Great Britain, at Daytona.

The attempt will not be made until next year. Kaye Don is having a car built which he hopes will reach a speed of at least 260 miles an hour. He will make his effort on the same course.—*British Wireless.*

Kuomintang members there must be unity of thought and belief. To preserve the unification of China it is of cardinal importance that all local governments should respect and obey orders that may be issued by the Central Authorities in Nankang. He asks the Congress to work for sincere cooperation of both.

Bulls and Innors

From the Office Butts.

A. D. C. Slogan:—Ald Distress- Colliers.

Perhaps the reason why Hongkong police lost the revolver contest in Shanghai was that they missed the Bulls and Innors.

A millionaire who recently died left his valet £1,000. Happy Valet!

Thus the *China Mail* in commenting on Sir Sidney Barton's transfer to Abyssinia:—"It must be very many years since a member of the diplomatic service, to say nothing of the consular service, left either service to become an Envoy Extraordinary and Minister Plenipotentiary." Yaas; we think so!

An Aberdonian has invented a process whereby left-over noodles can be converted into confetti.

New definition:—"Evidence" is that portion of legal proceedings which comes between the Judge's jokes.

The fact that Hongkong has no 1929 will have to be eaten again, commercial aeroplanes seems to be owing to one of the competitors put our new Director of Air Services into a bit of a Hole.

"Really first-class servants are a harder than ever to get," says a local lady. The hire the fewer!

Politicians at Geneva have been discussing the meaning of "Work." They should have been on our staff last Monday.

"Archie."—One way of combining business with pleasure is to cinema film. A chance for fans wear spats with plus fours.

Housewives' Note:—A woman recently won a thrift competition China are having their revolutions at Sorbiton by making a boy's waistcoat from the legs of a pair of discarded trousers.

Auntie Cautious, she says:—"If a man is nervous at the end of a day, he's overworked. If a woman complains, she's worried herself into it over nothing."

You may tell a girl that she's pick up chicken in their fingers, becoming, but don't tell her what.

Looks as if woman will hand the building construction are due to safely razor down to posterity.

A local doctor this week so far however, in the share market, forgot himself as to write a prescription so legibly that his patient was able to read it and in Hongkong without a hawkers' discover what she was being licence.

"Income Tax Returns," says a newspaper heading. No, no, this was struck with an iron bar by his mother-in-law and shot at by his father-in-law. It's just possible he is beginning to believe he says it's easy to talk yourself out married into the wrong family.

An auto-suggestion enthusiast sible he is beginning to believe he says it's easy to talk yourself out married into the wrong family.

"Mac."—Yes, you must use an ash tray but if the styles continue as they are, we're in no danger of future will be of better government.

What shall we do with all our old number plates?

Talking about the weather, what about an official to direct local hot-air currents into appropriate chambers?

"Reader:—(1) Any jeweller will tell you what your birthstone is; (2) MacWhirter, he says it is a grindstone.

During the week, Mussolini stated:—"I have granted 50,000 audiences, and I have interested myself in 1,887,112 questions." The Duce he has!

These weather lectures are all right but what is most required at the moment is a really good water-diviner.

We were reminded the other evening that the mango season is here, and incidentally, that a leading local resident is due for the C.M.G.—Champion Mango made a bad report.

Reference to obstruction in the of a big new plant, the Green Japanese Diet conveys a suggestion of internal disorders, a concrete suggestion.

Advice to the Chamber of Commerce:—Cassia oil on troubled waters.

Some of these stockings are thick, but lots, on the other hand, a bit too much so.

A motor-car that can be driven from the back seat is to be put on the market. Hongkong wives have been doing that for years.

"A Dream" was broadcast by the Hongkong Government station on Wednesday. This has no connexion, however, with the night-mayor of Taipei.

From the *Daily Press*:—"Chinese Curios Under The Hammer." Another disillusioned griffin collector!

News item:—"A campaign has been started in the Philippines against the operations of fake ministers." We'd lock 'em up!

It is understood that the spaghetti eating championship for 1929 will have to be eaten again, commercial aeroplanes seems to be owing to one of the competitors put our new Director of Air Services into a bit of a Hole.

The report that a Howloon hostess has given a perfectly ordinary dinner party is indignantly denied.

There seems some doubt as to whether the promoters of the Channel Tunnel would be able to make both ends meet.

"Wolf Fangs" is the title of a new business with pleasure is to cinema film. A chance for fans wear spats with plus fours.

Housewives' Note:—A woman recently won a thrift competition China are having their revolutions at Sorbiton by making a boy's waistcoat from the legs of a pair of discarded trousers.

The Bateman cartoon has yet to be drawn depicting the insurance man hurrying down the Peak in his pyjamas on his way to a fire.

Nowadays some folk think that home is a place where they can become, but don't tell her what.

One-third of the accidents in building construction are due to falling objects, says a statistician. The rule applies 100 per cent. in the share market.

"Joe."—Yes, you can keep dates patient was able to read it and in Hongkong without a hawkers' discover what she was being licence.

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For your floor—furniture—and every domestic article requiring a stained and varnished finish.

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Can be applied by anyone. Always reliable, never sticky. Non-poisonous and Durable.

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 Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
 SHANGHAI. HONGKONG.

A COUNTER CLAIM.

MR. BREWER SUES MR. R. SIMMONS.

Allegations that Mr. R. Simmons, of No. 4, Century Crescent, had during his wife's absence invited girls to the house after whose visit articles belonging to Mrs. Brewer were found to be missing, were made in the Summary Court yesterday afternoon before the Pulape Judge (Mr. Justice Wood) by Mr. N. Instone Brewer, the President of the Instone Banking Corporation.

Mr. Brewer made the allegations in presenting a counterclaim to the successful action recently brought against him for rent by Mr. Simmons, when Mr. Simmons was awarded judgment for \$375. When Mr. Simmons' case was heard, his Lordship decided to hear the counterclaim separately, and that this course should not have been followed was one of the grounds upon which Mr. Brewer went before the Full Court on Wednesday for leave to appeal against the judgment, when leave was refused.

The case is being heard by a jury composed of the following: Mr. A. Ritchie (foreman), Mr. W. B. Marshall and Mr. H. M. Xavier.

Mr. Brewer is conducting his own case, and Mr. D. L. Strellett is appearing for Mr. Simmons.

Three Claims.

Mr. Brewer counterclaimed on three grounds. He claimed the sum of \$263.75 in respect of personal property stolen from No. 4, Century Crescent, on or about June 11, 1928, by reason of Mr. Simmons' negligence and by his breach of duty as a boarding house keeper to take reasonable care for the safety of property brought into the house. A second claim was for \$375 as damages in that Mr. Simmons did, by threats, promises and actions, compel Mr. and Mrs. Brewer to vacate the premises on June 30 without the notice to which they were entitled. The third claim was for \$350 for trespass. Mr. Brewer alleged that Mr. Simmons, on or about June 11, unknown to Mr. and Mrs. Brewer, invited sundry persons to make use of Mr. and Mrs. Brewer's bedroom and bathroom and to make use of their property.

In outlining his case, Mr. Brewer addressed the jury at considerable length, tracing the history of events from March 1, 1928, when he and his wife became lodgers until June 30, when they left. He explained that Mrs. Simmons left the Colony in March, 1928, and did not return until last December.

Articles Missed.

On June 10, Mr. and Mrs. Brewer went to Canton and returned on the following day. Subsequently, articles of clothing and a string of imitation pearls, belonging to Mrs. Brewer, were missed and when Mr. Simmons was informed, he blamed the boys. Mr. Simmons admitted that he had had three girls at the house to play tennis but he said so in such a manner that Mr. Brewer did not connect the two incidents. The boys' quarters were searched, but nothing was found and the matter was placed in the hands of the police.

From information obtained from the servants by the police, a search warrant was obtained and, accompanied by Mrs. Brewer, a house was searched where two of Mr. Simmons' guests were living. There, Mrs. Brewer recognised an imitation flower of hers, which she did not know had been stolen.

"Shame-Faced."

After the search, continued Mr. Brewer, Mr. Simmons tried to get them out of the house. "Mr. Simmons is a gentleman, and now he is naturally rather shame-faced as he has brought into public what he would naturally desire to keep private. He sometimes ab-

MILLIONS

have waited for this announcement

People said: "Give us a Victrola of Orthophonic quality—and one which will change its own records, and we will buy."

And here it is: A brand-new type Automatic Victrola, at a price within the reach of the average home. A dream of Victor technical men come true. New as tomorrow's newspaper. New in principle. New in design. New in scope. In the judgment of many, it is the most desirable musical instrument in the world!

Not a clumsy contraption, but a simple mechanism that performs operations that

human hands alone might be expected to do. Not only does it change its own records, but it plays as long as you say—hours or days or weeks, if you wish. You simply see that it is supplied with records, press a button . . . and the Victor mechanism does the rest.

This instrument is in a cabinet of consummate charm . . . not only a superb musical instrument, but a piece of furniture that is a delight to live with, day after day. But, words cannot give you the picture. You must see it . . . hear it. Your own most extravagant phrases will not be an exaggeration. Your dealer is ready to show you.

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The Automatic Orthophonic

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Protect Yourself!
 Only the Victor Company makes
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This trade-mark identifies the Orthophonic

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Not a Bad Idea

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In any climate

Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and prevents childhood ailments. Ask for SCOTT'S Emulsion

MORNING, MR. GUZZLE, IS MR. SAM IN? I WANT TO SPEAK TO HIM ABOUT HIS BLIMP DELIVERIES.

IN THE BACK YARD, HE'S JUST GETTING READY TO SET SAIL AGAIN.

FRESH PLASTER HANDS OFF

I SUPPOSE YOU REMEMBER THAT YOU DROPPED THREE PARACHUTE BASKETS OF GROCERIES DOWN TO ME YESTERDAY.

SURE THING! ANYHOW DO YOU LIKE THIS NEW STYLE OF DELIVERY?

OH, ALL RIGHT, EXCEPT THAT THE WIND CARRIED ALL OF THE BASKETS INTO THE YARD OF A VACANT HOUSE FOUR DOORS AWAY—AND I HAD TO CHASE AFTER THEM.

GOSH, THAT MUST BE A TERRIBLE NUISANCE.

WHY DON'TCHA MOVE INTO THE VACANT HOUSE?

Last Week of SINCERE'S SALE

Still a Lot of Bargains Waiting for
Your Inspection.

COME AT ONCE AND SEE

THE BEST SALE
IN TOWN.

S.E.C. GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductor, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

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THE HOTEL FIRE INQUIRY.

INQUEST ON THE BODY OF
MR. WOODS.

BRIEF EVIDENCE.

"This inquiry is into the death of Mr. William Woods. You will return a verdict upon that, but I shall extend that inquiry to cover the whole question of the fire at the King Edward Hotel—as far as possible its causes, history, the point of view also of construction and Fire Brigade questions. Anything that arises from that for the public benefit you, gentlemen of the jury, will deal with in the form of riders," said Mr. E. W. Hamilton yesterday when opening the inquiry into the King Edward Hotel disaster.

Public interest in the proceedings was evidenced by the large number of spectators, both European and Chinese, who were present.

The following jury was empanelled: Mr. N. S. Brown (foreman), Mr. C. Little, and Mr. L. C. F. Bellamy.

One of those summoned to serve on the jury was Mr. John Fleming, who asked to be exempted on the ground that he was a director of the China Land Investment Company, the owners of the building of the King Edward Hotel. "I am the holder of 80,000 shares in that Company, the capital of which is \$279,000 or thereabouts," he said.

The Coroner said that under those circumstances, he would take the responsibility of discharging Mr. Fleming from service.

Mr. N. S. Brown then asked whether the enquiry was into the death of Mr. Woods or into the whole fire.

Scope of the Inquiry.

The Coroner: "The position is this. This inquiry is into the death of Mr. William Woods. You will return a verdict upon that, but I shall extend that inquiry to cover the whole question of the fire at the King Edward Hotel—as far as is possible, its causes, its history, the point of view also of construction questions, and Fire Brigade questions. Anything that arises from that for the public benefit you, gentlemen of the jury, will deal with in the form of riders."

Mr. Brown: "I should like to point out that as a representative of several large fire insurance companies, I am very interested from the point of view of the insurance. I want to make that point clear."

The Coroner said he felt sure that that question would not weigh very heavily with Mr. Brown, adding that the enquiry was not a judicial one, and that the jury would make recommendations after the whole inquiry was completed.

Expression of Regret.

Mr. Leo d'Almada e Castro, Jr., (instructed by Mr. Leo d'Almada e Castro, Sr.) appeared to watch the proceedings on behalf of the proprietors of the King Edward Hotel; Mr. Hin-shing Lo, (instructed by Mr. Leo d'Almada, Sr.), appeared for Mr. J. Wittchell, the manager of the King Edward; and Mr. H. C. Lee, of Messrs. Wilkinson and Grist, for the China Land Investment Company, owners of the building.

At the outset, Mr. Leo d'Almada e Castro, Jr., said "I have been instructed by the proprietors of the King Edward Hotel to take this very first public opportunity on their behalf to express their very great regret at the unfortunate occurrence of last Monday morning in which Mr. William Woods lost his life, and to express their very deepest sympathy with the relatives of the deceased. This sympathy they also take this opportunity to express to the relatives of the other unfortunate people who lost their lives in this occurrence; Mr. and Mrs. Robson, Mr. E. Seth, Mr. Kish, (and in this regard sympathy is also expressed to the American Navy), Mr. Baile, Mr. Cheung Hoi-kang, (the Secretary of General Chan), Mrs. Tsui Kan-shui, Dr. Wong Kwong-leung, and Leung Iwan. The proprietors also wish to extend their sympathy to General and Madame Chan, Mr. Andrew Piccoli, Mr. To Chai, and Mr. Ng Jor-yin who received injuries as a result of the fire."

Only Formal Evidence.

Mr. Hin-shing Lo: "I associate myself with the message of sympathy expressed by my friend on behalf of Mr. Wittchell."

Mr. Leo d'Almada, Jr.: "If I may add another word. The proprietors also wish to thank the Fire Brigade for the very gallant efforts on the morning of the fire, also the civilians who helped the firemen in their work."

The Coroner: "I am afraid this inquiry will take a considerable amount of time. I propose this afternoon to take evidence of the

CURBAN SUGAR.

HUGE LOSSES CAUSED
BY CANE FIRES.

Havann, Mar. 15.
The sugar crop at Violeta has been reduced to 75,000 bags by cane fires, which already have destroyed 32,500,000 pounds of cane, large areas of the cane destroyed belonging to the United Fruit properties at Oriente.

A cane cutter at Camagney has been arrested and charged with starting a fire which has partly destroyed a plantation there.

Cattle ranchers have suffered thousands of dollars loss.

Cessation of the destruction is unlikely until rain falls.—*Reuter's American Service.*

Finding of the Body.

The first witness was Lance Sergeant F. W. Allen, who was on duty near the Government offices in Lower Albert Road. He stated that at about 3 o'clock he heard police whistles sounded from the direction of the fire.

After the fire was got under control, he was assisting on the top floor of the Savoy Hotel. He entered through a hole knocked through the party wall and got on to the verandah of the King Edward on the Ice House Street side.

He walked to the end of the verandah and found a body with the feet turned towards the verandah, the position suggesting to him that the deceased had held on to the parapet of the verandah and had then fallen backwards. Witness communicated with Sub-Inspector J. E. Dick.

Sub-Inspector Dick was then called and spoke of having notified Mr. Moss of the Fire Department of the finding of the body.

Mr. G. C. Moss, Station Officer of the Fire Department gave it as his opinion that from the position of the body it would appear that the deceased was hiding for protection from the flames between a door and the partition between the King Edward and Savoy Hotel.

Muscles Badly Charred.

Sanitary Inspector Frith was the next witness called and spoke of removing the body to the Public Mortuary.

Dr. A. Cannon, Medical Officer in charge of the Victoria Mortuary, stated that he performed a post mortem examination on a body which he personally was not able to identify as either European or Chinese as it was burned to the extent of the fifth degree; explaining by that, that the muscles were very badly charred.

Witness said that Inspector A. Nicoll stated at the Mortuary in his presence that without any reasonable doubt he could identify the body as that of Mr. Woods of Australia.

In witness' opinion, the primary cause of death was that of burning and the secondary cause was shock and asphyxia. It was not possible to form an opinion as to the general physical condition of the body owing to the state of the burns.

The Coroner: "Did anyone else identify the body in your presence besides Inspector Nicoll?"

Witness: No.

In reply to another question by the Coroner, witness said that it was probable that if asphyxia was not complete before burning, unconsciousness was.

Adjourned Until Monday.

Sub-Inspector A. Nicoll was then called. He said that on March 11 he was present at the fire and saw a body in a dead box outside the Savoy Hotel in Chater Road. He then formed the opinion that it was a very tall man and added that the box made a tight fit. The body was then wrapped in a blanket.

Subsequently witness saw the body at the public mortuary where he formed the definite opinion that it was that of Mr. William Woods. Witness stated that the last time he saw Mr. Woods was on the morning of the 7th when he met the latter in Connaught Road Central. The deceased, added witness, was about six feet three inches in height.

The Coroner then adjourned the proceedings for ten minutes, during which time he held a consultation in his Chambers with the members of the jury. On the court resuming, Mr. Hamilton announced that the jury would view the premises and that the proceedings would be resumed on Monday afternoon at 2.15.

"For the information of everybody," said Mr. Hamilton, "the sitting of this inquiry will take place on Mondays, Wednesdays and Thursdays at 2.15 and we shall probably sit till five o'clock. That will be the routine for the next two weeks unless we are too far behind."

WORLD CHANGES.

DR. MOTT ON THE EAST
AND THE WEST.

Members of the League of Good Fellowship were entertained at a tea party given by the Euro-American Returned Students Association at the Hongkong Hotel yesterday afternoon, at which Dr. John R. Mott, internationally known for his work as Secretary of the National Council of the Y.M.C.A. in America, was the guest of honour. A widely travelled man, Dr. Mott had given much thought and attention to the problem of international relations, and his address was heard with appreciation by the large gathering.

Mr. Y. P. Law, President of the Returned Students Association, presided over the function, and in extending a welcome to their guest of honour, expressed their appreciation of his presence and also the hope that the example set by Dr. Mott, in its being so encouraging to their young Society, would be followed by many others no less famous than himself.

A Former Visit.

Replying, Dr. Mott said he felt much at home amongst the gathering comprising, as it did, many old friends and representatives of those whom he had met in different parts of the world. He found himself instantly in touch with them and responsive to the great objects for which they sought.

His first visit to this Colony was made 33 years ago, and speaking of the changes that had occurred since, Dr. Mott compared them with the conditions of other big centres, seeing in these conditions tendencies working in the law of progress, or at times what amounted to the law of retrogression. Constantly moving about the world as he did, it had enabled him to observe with a more discerning eye the traits of those with whom he came in contact.

His observations had led him to form the conclusion that they were living in a very dangerous moment, with much that made for dissension amongst the nations through ruthless competition—commercial, economic, imperialistic, and little that contributed to personal and social service. Factors standing in the way of mutual understanding would always occur, and they had occurred in place where least expected, as for instance in the relations between England and India, between the United States and the Philippines, between the United States and Japan, between Japan and China and between England and Japan.

Recent Changes.

Since his last journey round the world he had become aware of the marked lowering of the prestige of the Western nations, a change which one naturally preferred not to see, but which could not be ignored by those who wanted to see things as they were.

He likewise found that there was great dissatisfaction with the treaties upon which had to be based the external relations of each country, but stated that this dissatisfaction was also common between one European country and another. He found points of friction in the relations of these European countries, and quoted the words of an Ambassador who, in recounting the lack of stability, spoke of one country as oscillating between fear and cupidity in its external dealings.

When two races were thrown against each other, when the worst was drawn out of each race, it was then that they needed superhuman guidance and strength to lift them from what must be comparable to the deepest depths of hell. He wished to be remembered as having said it, that in the conditions as they were presented to-day, there was room for hopefulness; as it was his opinion, formed from an experience gained by close observation, that the factors working to-day to draw the peoples together far transcended in power and promise the factors which tended to divide. And this was

The importance of
ICE HOUSE STREET
dates back to the time when ice had to be imported from the North.

The importance of
ICE HOUSE STREET
has recently been much increased.

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of which we shall be happy to demonstrate.

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Jordan Road, Kowloon.
Works & Offices—West Point and
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Ask for it once, and the
boy will know that you
know what is best.

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Prince's Building, Ice House Street.
Tel. C. 75

DISASTROUS FIRE.

THOUSAND HOUSES BURNED
AT ISIOKA.

Tokyo, Mar. 15.
Over 1,000 buildings were gutted, including two banks, two schools, a cinema and other public buildings, in a fire which broke out at midnight at Isiooka, 60 miles north east of Tokyo. Several thousand people have been rendered homeless but there have been no casualties.—*Reuter.*

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TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Pan-ling (in On Lok Village), furnished or unfurnished, 4 roomed HOUSE with garden and garage. Moderate price. Apply KWONG SANG HONG, Ltd., 260, Des Voeux Road Central.

PREMISES TO LET.

APARTMENTS TO LET.—Vacant one large bedroom, with private bathroom attached modern convenience, telephone, home comforts. Single \$120, to share \$200, three minutes from central. Write Box 491, care of "Hongkong Telegraph."

RED ROSE the ideal BARRER and BEAUTY SHOP, in the Colony, above Bank of East Asia, opposite King Edward Hotel, working hours 8 a.m. to 8 p.m. Sundays as usual.

TO LET.—From early April, well furnished HOUSE, 16, Peak Road, six rooms, large verandah, flush system. Apply A. L. Shields, Shewan Tomes & Co.

TO LET.—A Spacious and Well-Lighted Godown, 151, Praya East. Apply:—Gandee, Price & Co., Ltd.

TO LET.—From 15th May to 30th November, No. 293, Peak, five roomed house fully furnished, with three modern bathrooms, garden, 8 minutes rickshaw from Tram and on Motor Road. Apply John Fleming, care of Love, Bingham and Matthews.

FOR SALE.

An Attractive European Residence at Tai-po.

Situated south of Railway between Tai-po, and Tai-po Market Stations, containing 3 Reception Rooms and 4 Bedrooms, 2 Bathrooms, English baths fitted with hot and cold water, Flush Water-closet. Fitted for Electric Light. Hardwood floors, Lawn &c. For further particulars, apply District Officer, North, Tai-po, or Superintendent of Crown Lands, P.W.D.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 68, Queen's Road Central, Tel. C. 5009.

EDINBURGH Close to "Bountiful Links" in residential part of town, LEAMINGTON. PRIVATE HOTEL. Leamington Terrace. Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Body and Breakfast 8/6. Write Mrs. Damsell, "Cables," "Edinburgh."

New Advertisements

NOTICE.

Mr. E. F. Ronald Sample, A.R.I.B.A., Senior Partner in the Firm of Denison Ram and Gibbs, Architects, Civil Engineers and Surveyors, has qualified for election as a Fellow of the Royal Institute of British Architects and was duly raised to Fellowship on the 4th February, 1929, by the Council of the Royal Institute.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the 10th Annual Meeting of the Shareholders will be held in the Board Room of the Company, 2 Queen's Road Central, Hongkong, on WEDNESDAY, 27th March, 1929, at 11 a.m. The business of the Meeting is the consideration of the Accounts and Statement of Profit and Loss for the year ended 31st December, 1928.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.
Hongkong, 1st March, 1929.

THE HONGKONG ELECTRICITY CO., LTD.

NOTICE is hereby given that the 10th Annual Meeting of the Shareholders will be held in the Board Room of the Company, 2 Queen's Road Central, Hongkong, on WEDNESDAY, 27th March, 1929, at 11 a.m. The business of the Meeting is the consideration of the Accounts and Statement of Profit and Loss for the year ended 31st December, 1928.

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Hongkong, 1st March, 1929.

THE HONGKONG FIRE INSURANCE CO., LTD.

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GIBB, LIVINGSTON & CO., LTD.
Hongkong, 1st March, 1929.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.—The 10th Annual Meeting of the Shareholders will be held in the Board Room of the Company, 2 Queen's Road Central, Hongkong, on WEDNESDAY, 27th March, 1929, at 11 a.m. The business of the Meeting is the consideration of the Accounts and Statement of Profit and Loss for the year ended 31st December, 1928.

By Order of the Board of Directors,
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CHURCH NOTICES.

To-morrow the Fifth Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, March 17th, 1929, 5th Sunday in Lent. Holy Communion 8 a.m. Children's Service 11 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean, Subject: "Petition and Penitence." Holy Communion 12 noon. Evensong 6 p.m. Preacher: Rev. H. V. Koop, Subject: "The Christian at Prayer." Wednesday Evensong at 5.30 p.m. Address by Rev. F. Freeman R.N.

Union Church, Kennedy Road, Sunday, 17th March, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young, Sermon "Super-Victory." Hymns 344, 199, 239, 297. Evening Service 8 p.m. Preacher: Rev. F. C. Young, Sermon "Detection." Hymns 85, 162, 570, 544, 681. After the evening service the Fellowship Hour for Servicemen. 7 p.m.

Wesleyan Methodist Church, Queen's Road East, Sunday Services, Morning 11 a.m. Preacher: Rev. Frank Short. Evening: Preacher: Rev. J. C. Knight, Subject: "Taking Cover." Sunday School 9 a.m. Soldiers and Soldiers Home Prayers East Sunday 8 p.m. Men's Bible Class 8.15 p.m. Service Men's Social Hour. Wednesday 8.15 p.m. Gospel Meeting for Servicemen.

St. Andrew's Church, Kowloon, Sunday, March 17th, 5th Sunday in Lent. 8.15 a.m. Holy Communion. 10 a.m. Children's Service. 11 a.m. Morning Prayer and Sermon. Confirmation Service. Preacher: The Rev. the Bishop of Victoria. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher: The Vicar.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road and Duddell Street. Subject "The Power of Choice," by Pastor L. W. Shaw, Sunday night March 17th 8.00 p.m. Every one welcome.

BEST COAL & CHEAPEST PRICES. KWONG HANG & CO.

TEL. C-2736. 43, Des Voeux Road Central. Approved and Authorized Coal Contractors. HOUSE COAL. 1st Class 100 lbs. per ton \$2.00. 2nd Class 100 lbs. per ton \$1.80. Middle Level 100 lbs. per ton \$2.00. General Office 100 lbs. per ton \$2.00. Delivery charges to destination.

"PEAK MANSIONS." SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island, Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS. With all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—CREDIT FONCIER, D'EXTREME-ORIENT.

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned, have received instructions to sell by Public Auction

on MONDAY, the 18th March, 1929, commencing at 2.30 p.m. at No. 26, The Peak, Bishop Lodge.

A Quantity of Valuable Household Furniture.

comprising:—Hatstand, Large Armchairs, Curtains, Carpets, Ornaments, Table Fans, Victrola and Records, Record Cabinet, etc., etc. Teak Dining Table, Dining Chairs, Teak Sideboard, Teak Dinner Waggon, Silver and E. P. Ware, Crockery, Cutlery, Glasses, etc., etc. Teak Dressing Table, Teak Chest of Drawers, Teak Tiled Top Washstand, Clothes, Linen Cupboard, etc., etc.

A Few Pieces of Blackwood Ware and A Fine Collection of English and Australian Roses in Pots (Furniture by Lane, Crawford, Ltd.)

On View from Sunday, the 17th March, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on

TUESDAY and WEDNESDAY,

the 19th and 20th March, 1929, commencing each day at 2.30 p.m. at their Sales Room, Duddell Street.

A Large and Valuable Collection of Curios.

comprising:—Old Porcelain Vases, Bowls, Plate, Jade, Agate, Amber and Coral Ornaments, Lacquer and Blackwood Ware, Embroidered Mandarin Coats, Embroidered Hangings, Chinese Hand Paintings, etc., etc.

Catalogues will be issued.

On View from Monday, the 18th March, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

JUST ARRIVED FROM EUROPE

Bringing this Season's most Exclusive Creations in Parisian and Viennese Gowns

DAY AND EVENING DRESSES, FINE JUMPER SUITS, LONDON TAILORED COATS, FUR TRIMMED AND PLAIN HATS.

Finest Furs, Coats, Capes, Foxes, Chokers, Stoles.

Please note change of Address:

MADAME DUNN

St. Francis Hotel, Room 314.

NEW YORK STOCK EXCHANGE.

CABLED QUOTATIONS OF AMERICAN STOCKS.

The following quotations as at the close of the market yesterday have been received from their correspondents, Messrs. Hayden, Stone and Co., of New York by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, (cable address "Swanstock" Shanghai), who are not responsible for cable mutilations. These quotations are subject to confirmation:

Chrysler Corp (Common)	111
Eastman Kodak (Common)	184
General Motors (Commons)	89
Goodrich (B.F.)	96
Granby Consolidated	92
International Cement (Common)	94
International Products Corp (Common)	91
Liggett & Meyers "B"	91
"Madison Square Garden"	83
Missouri Pacific (Common)	53
Nevada Consolidated Copper	130
Radio Corporation of America (Common)	59
Southern Pacific	128
United States Leather "A"	59
Vacuum Oil	128

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.V. on 250 metres.

1.48 p.m. Weather Report.
5.30-6.00 p.m. Programme of Chinese Music, (Records supplied through the courtesy of Messrs. Sincere Co., Ltd.).
7.48 p.m. Evening Weather Report.
8 p.m. Evening Programme, (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co.).
"Diane," (Hape and Lollack)
"Melody," (Shaw)
Organ Solo, Pattman.
Dance Music.
8.30 p.m. "Lilac Time," (Ross and Schubert)
Vocal Gems
Columbia Light Opera Company.
Dance Music.
9 p.m. "The Yeoman of the Guard," (Gilbert and Sullivan)
Vocal Gems
Columbia Light Opera Company.
Dance Music.
9.45 p.m. "Hit the Deck," Selection, London Hippodrome Orchestra.
Dance Music.
10.10 p.m. News Bulletin.
"Scottish Melody," One Step, "American Melody," One Step, Decca Somers Band.
Dance Music.
10.30 p.m. Close Down.

BRAVEST DEED OF THE YEAR.

BOY RESCUED FROM SHARK'S JAWS.

The Royal Humane Society has awarded the Stanhope Gold Medal for the Bravest Deed of the Year to Mr. Andrea Muller Heyns, aged 39, a farmer, of Mounthout, South Africa, for going to the rescue of a youth who had been seized by a shark.

In the official account of the deed it was stated that on December 28, 1927, Mr. Andrea Heyns was bathing in about five feet of water at Little Brack Beach, Mossel Bay, South Africa.

There were other bathers in the water, among them being several children, Mr. Ockardus H. Heyns, a student, aged 17, of the same name, but no relation of Mr. Andrea Heyns, and Mr. W. A. Gericke.

"Suddenly," the report continued, "Mr. Gericke noticed a dark object approaching Ockardus Heyns. He gave a shout of warning, and Ockardus, noticing the shadow as well, began swimming towards the shore. But it was too late.

Dragged Out to Sea. "To everybody's horror, the shark was seen to seize Ockardus and drag him some distance out to sea, where he was out of his depth. Mr. Gericke saw the water turn red and hastened ashore to get a life-line.

"Mr. A. M. Heyns, however, went straight to the rescue and never hesitated, although the monster was still circling slowly round the blood-stained patch of water. Although absolutely exhausted by his efforts, he dragged Ockardus into shallower water and carried him ashore, where it was found that the youth's left leg had been bitten off above the knee, and his right foot completely crushed.

"He was hurried to Mossel Bay Hospital, but died the same night. "The shark, which was afterwards caught and killed by local fishermen, was 14ft. 7in. long and weighed 1,675lb. Mr. Heyns' heroism was officially brought to the notice of the Society by the City of Cape Town."

JUDGE AND THE POLICE

STRONG CRITICISM OF THEIR METHODS.

Strong comments were made by Mr. Justice McCordie at the Old Bailey recently in his summing-up to the jury in the case in which Joseph Ashfield Richardson, aged 55, a Bow-street (London) solicitor, was alleged to have attempted to "buy off" a prosecution.

Richardson was found not guilty and discharged. The allegation of the prosecution was that Richardson offered a £50 note to Mr. J. S. Winkworth, also a solicitor, on the understanding that he would fall to pick out a man named Williams or Silclair at an identification parade in connection with the alleged theft of Winkworth's motor-car.

Mr. Justice McCordie pointed out that the case was of importance not only to Richardson but to the legal profession and to the public. He referred to questions raised during the hearing of the withdrawal of prosecution, and added, "I know of no more difficult or uncertain branch of the law. I do not, however, wish for a moment to discourage withdrawals. It may often be right if a prosecution feels that a man ought not to remain in the dock, or under the cloud of a criminal charge, to withdraw the prosecution."

"Deplorable."

Dealing with the luncheon party at a City restaurant after the arrest of Williams, Mr. Justice McCordie said that it had been rightly described as an unusual one. There was the man who was alleged to have, practically speaking, stolen a car, the detective who arrested him, the man from whom the car had been stolen, and a solicitor.

"There they were, a luncheon party," he said, "eating drinking, and smoking together for the space of probably two hours. To my mind it is a most deplorable incident. Just imagine a prosecutor, for example, stepping into the witness-box next morning in order to give, in the interests of justice, the absolute truth, and he sees in the dock before him a man who may have been providing him with drinks and smoking the afternoon before.

"I do not desire to minimise in any way the importance of absolute courtesy from police officers and detectives towards people they arrest. They ought to be courteous, they ought to show a reasonable consideration, and if food is necessary, whether from a restaurant or elsewhere, the arrested man should have it. What I feel to be unfortunate in this case is this prolonged sitting and smoking."

Mr. Justice McCordie criticised the method of procedure leading up to the charge being made against Richardson. There seemed to have been, he said, a preconceived unfortunate arrangement.

ANOTHER MOUNTAIN CRUMBLING.

ROCKS CRASH THROUGH SWISS VILLAGE.

Geneva, Feb. 12.

Another Swiss village is threatened with destruction through the crumbling away of an overhanging mountain. St. Nicolas, the ill-fated village in question, is situated in the valley of the same name between Gernard and Stallem, and is dominated by the Freidrichhorn on the east and the Rothorn on the west. The village is so completely shut in by mountains that for weeks in mid-winter the sun never reaches it.

Yesterday the landslide was more serious than previous ones which have occurred. Huge boulders suddenly became detached from the main body of the mountain, and rolled down with terrific speed and a noise like thunder, crashing through outlying parts of the village and completely demolishing in a single moment several barns, cow-sheds, and other farm buildings, one peasant woman, tending cattle at the time, having a miraculous escape.

The authorities immediately sent engineers to the spot, and they report the entire village to be in danger owing to the probability of fresh landslides. The villagers have been ordered to make preparations to evacuate. St. Nicolas was the scene of a terrible visitation in 1749, when an avalanche of snow suddenly overwhelmed it, wiping out the majority of the inhabitants. The time-honoured story has it that only the bell of the church remained standing after the disaster, and that the bell tolled throughout the whole of the tragic night.

During the past autumn villages in the valley of the Ticino and the St. Gotthard railway have been in danger from the crumbling away of Monte Arbedo.

NEW TELEPHONES.

SERVICE BETWEEN HAMBURG AND MANCHESTER.

An occasional correspondent sends us the following communication from Manchester:

The recent installation of wireless telephony between London and New York—which has already been successfully used in connection with financial and commercial transactions of considerable magnitude—vividly illustrates the great importance that may be claimed for such international telephone services where matters of trade and traffic are concerned.

Telephonic communication between Germany and the United Kingdom as it is at present constituted, although not yet carried out by means of wireless, is nevertheless vastly superior to the existing telegraphic service between the two countries. In this connection it is interesting to note that, prior to the war, telegrams from Liverpool to the German cotton exchanges were forwarded via New York, the reason being that the direct wire, during the hours mostly concerned, was generally crowded with other messages, whereas the New York cable was comparatively little used during the early morning hours. At present there is every sign of the Anglo-German telephone cable service being employed to a constantly growing extent.

In order, however, to still further popularise the telephone service between Manchester and the Continent, Sir Percy Woodhouse, the Chairman of the Manchester Chamber of Commerce, recently gave expression to his desire to carry on an official telephonic conversation with the President of the Hamburg Chamber of Commerce. This conversation has now taken place. Numerous members of the Manchester and Hamburg Chambers of Commerce were given opportunities of listening to the conversation over their own telephones. It was shown that the messages exchanged were transmitted and received with perfect clearness.

Co-operation Needed.

Sir Percy, in his message, emphasised the importance of international co-operation and pointed out that Germany had always been an excellent customer of Great Britain. He expressed the desire that this might continue to be the case in future. Director Hubbe, the President of the Hamburg Chamber of Commerce, said he trusted that the joint endeavours of German and British business men would lead to a still further expansion of commercial intercourse between Hamburg and Manchester.

Speaking generally—the President of the Hamburg Chamber of Commerce continued—trade conditions can be judged correctly only by the acknowledgment that the whole world, for reasons known to everybody, is economically sick. Germany has not so far reached stable economic conditions, but she is making strenuous efforts in the direction of reconstruction and reorganisation, with every prospect of being ultimately successful in this. Numerous endeavours are being made, both economically and administratively, towards international co-operation, but these require the honest and genuine desire on the part of all concerned to do away with suspicion and to forgo the use of coercive measures.

What we need is the open door for our trade and a wide scope for its activities, this being the only sound and productive basis on which international relations can be established for the benefit of commerce and industry.

MAJESTIC THEATRE.

AMUSING COMEDY NOW SHOWING.

Viola Dana, a star who justifies her enormous popularity, is appearing here for the last time to-day and to-night in her newest P.B.O. vehicle, "Kosher Kitty Kelly," which is concluding its local showing at the Majestic Theatre, Kowloon. This comedy-romance of the Jews and the Irish is one of the cleverest bits of film humor in years, and one that is well worth seeing.

The work of the supporting cast it does such favourites as Tom Forman, who plays the lead with Miss Dana; Nat Carr, Vera Gordon, Aggie Herring, Carroll Nye, Kathleen Myers and Stanley Taylor. The comedy in which the picture abounds is largely due to the work of James Hynes, the director, who has achieved a new high level of entertainment values in the continuous roars of laughter with which the audience greets the film. Gerald Duffy wrote the continuity for the production from Leon De Costa's famous New York stage play, and has adhered surprisingly to the theme and development of the original.

SHOWING AGAIN AT THE QUEEN'S

WILLIAM FOX Presents FRANK BORZAGES

STREET ANGEL

with **JANET GAYNOR** and **CHARLES FARRELL**

TUESDAY NEXT FOR ONE DAY ONLY

Be sure that your food
is safe to eat

KEPT at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

But you can avoid all this — with Frigidaire!

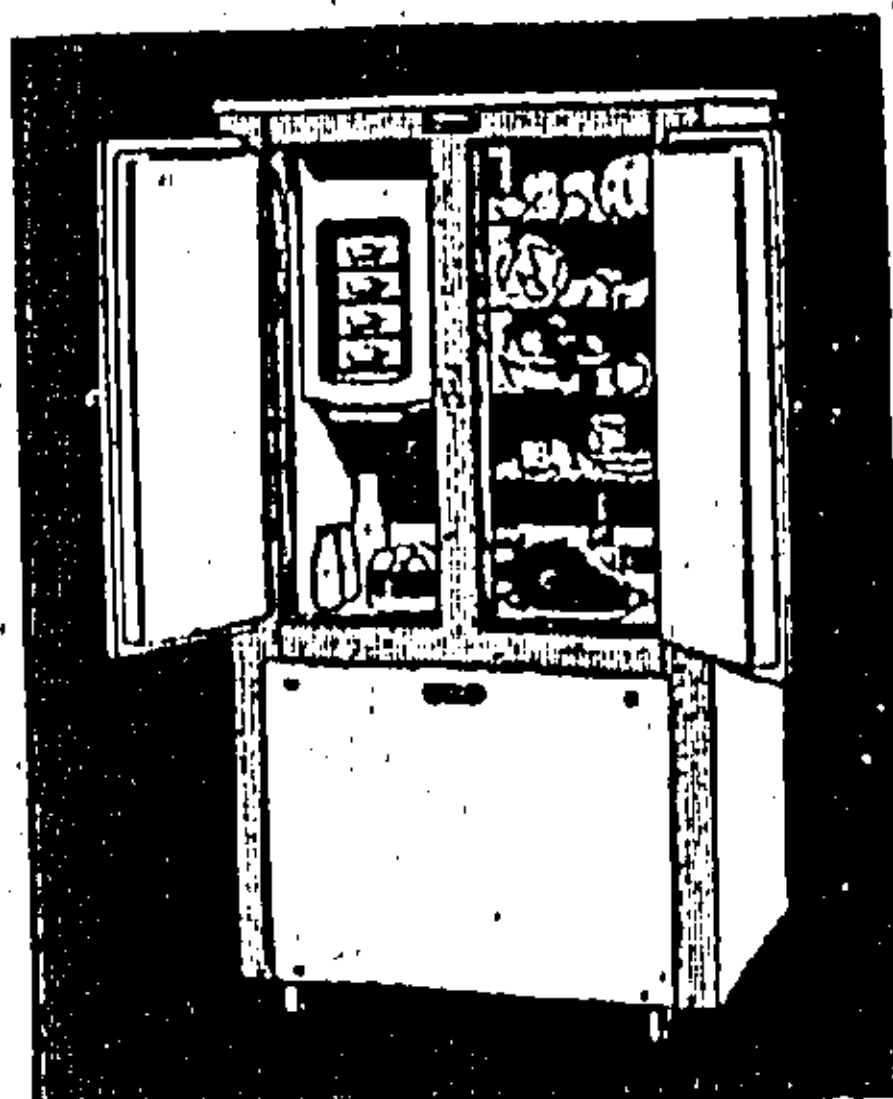
This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition — fresh, pure, healthful — for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it



makes dainty, frozen desserts whenever you want them — as often as you wish.

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able — efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

We'd like to tell you more about Frigidaire for your home. If convenient, call at our show room to-day or at your first opportunity.

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QUEEN'S BUILDINGS.

THE LEIPZIG SPRING FAIR.

BAROMETER OF THE WORLD'S TRADE.

The Spring Fair at Leipzig, which opened on March 3, 1929, presents some novel and startling features even to those experts who regularly visit the Leipzig Fair. The great problem which has occupied the attention of the management for years is the adaptation of the Fair accommodation to the increasing demand and to the technical requirements of the time.

For this purpose a division was made some years ago between articles of use and luxury on the one hand and the means of production on the other. The former group is exhibited at the Samples Fair in the heart of the city, the latter at the Technological and Building Trades Fair in the enormous exhibition grounds. In both cases development proceeds uninterruptedly. In connection with the Samples Fair, a large new Fair Palace called "Petershof" has been opened. Adjoined to Petershof is a building which has always been the focus of the Leipzig Fair traffic — "Petershof" serves to concentrate a goodly portion of the exhibits of toys, musical instruments and industrial art products.

New Hall.

On the site of the Technological and Building Trades Fair, the new and gigantic Exhibition Hall of the Building Trades Fair is attracting visitors.

It has become a common international habit to regard Leipzig Fair as a trade barometer, not merely for Germany, but for the world at large. The measures just referred to in connection with the development of Leipzig Fair may indisputably be considered a favourable omen as regards international trade.

Just as the Leipzig Fair extends its area, so too does it increase the scope of its exhibits. Consequently, some particulars as to new or augmented groups at the Fair will doubtless be of general interest. For example the electricity branch is exhibiting on a much bigger scale. It has therefore taken, not only the "Haus der Elektrotechnik," but also two other large halls, one of which is devoted to the enormously enlarged sample exhibits of the broadcasting industry. Machine-building also participates in essentially augmented proportions. The "Verein Deutscher Maschinenbau-Anstalten," for instance, is in three large halls; in addition, there is, in its own hall, the comprehensive sample exhibit of the machine-tool industry. Here, besides the machine tools proper, are such important groups as: textile machinery, wood-working machinery and the comprehensive exhibits of electrical apparatus.

Foreign Technology.

Foreign technology is admitted to the Leipzig Technological Fair on an equal footing with its German sister. In point of fact, foreign countries are participating this time in considerably greater measure than ever before. Thus, there is a sample show of Dutch electro-technics, an exhibit of machine-tools from America and other countries, exhibits of textile machinery from France, Great Britain, Switzerland, Belgium and Holland, as well as a display representing the Anglo-Dutch caoutchouc and rubber industry, together with the exhibit of Russian raw materials which has become a standing feature of the Technological Fair. The Building Trades Fair can also boast a notable foreign participation.

Textiles.

A considerable increase of foreign participation is also seen in the Textile Section. France has sent extensive exhibits of Lyons silk and of Alsatian cotton. From Austria there are stands representative of the Viennese hosiery and stockinet manufacture. Numerous textile exhibits are also included from Great Britain, Czechoslovakia, Switzerland, Japan and Turkey. Besides these sections grouped individually according to trades, there are numerous national sections comprising various categories. An interesting sample is that of British India which is taking part on a large scale in order, by means of the Leipzig Fair, to open up new markets for its textile raw materials and manufactures, as well as for its minerals, vegetable oils, leather goods, art industry output, carpets, silk and other exports.

At the last Leipzig Spring Fair, the business visitors totalled 235,000, including 23,590 buyers from abroad. The exhibitors numbered 10,106, of whom 1,144 were foreigners.

This is expected to be exceeded considerably.

GET-FIT AND KEEP FIT

BY USING THE
PUNKT ROLLER
AFTER YOUR BATH.

DOES YOUR FIGURE
MATCH YOUR FACE?

LINES REMOVED!
YOUTH RESTORED!
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SCULPTURE, WORK IN
MARBLE, CEMENT AND
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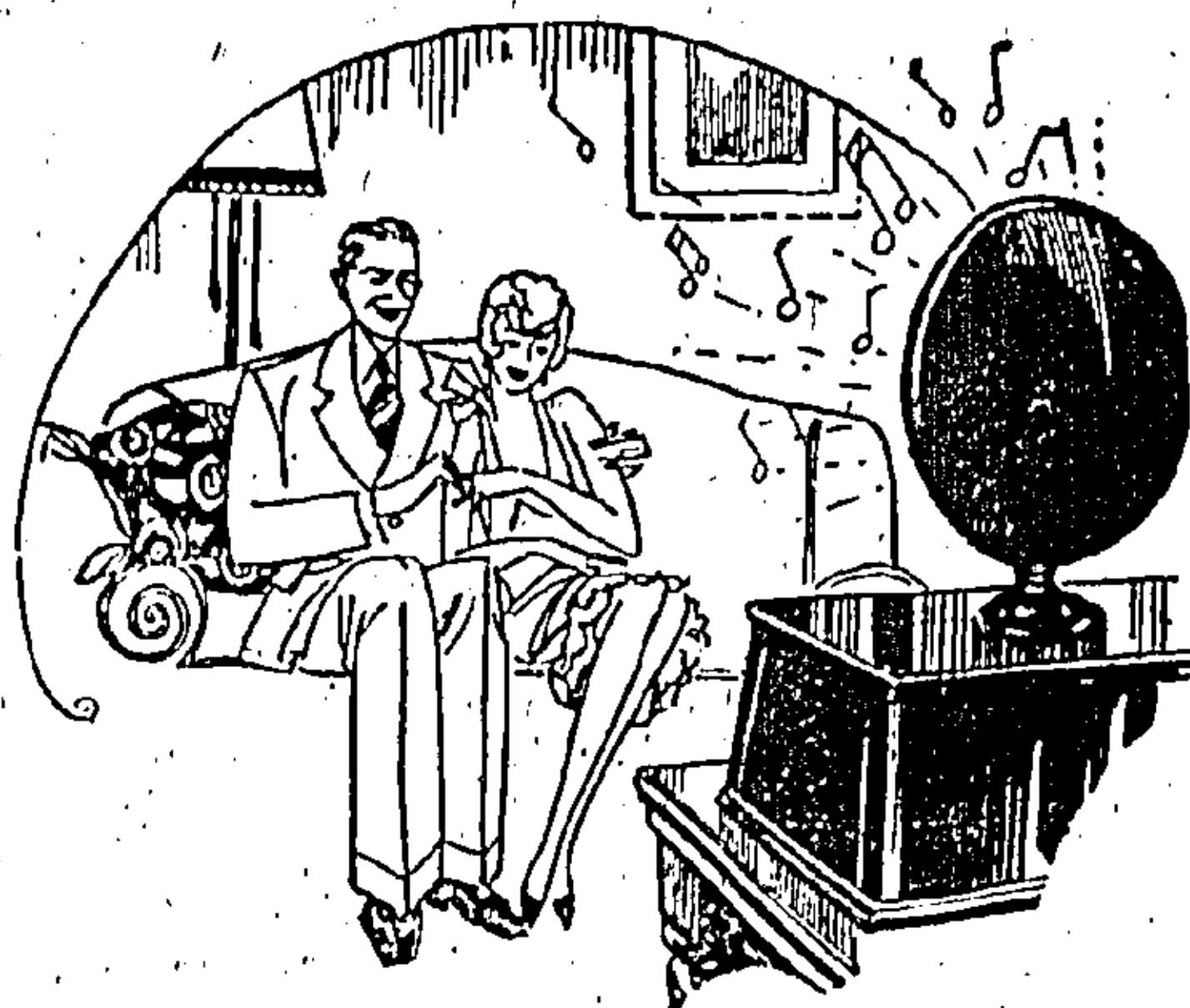
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2-VALVE RADIO RECEIVER AND GRAMOPHONE
REPRODUCER, COMPLETE WITH VALVES, HIGH
AND LOW TENSION BATTERIES, LOUD SPEAKER
AND AERIAL EQUIPMENT..... HK.\$125.

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Time-Saving Convenient.

A Parker Duofold Fountain Pen Desk Set does away with messy pens and ink-wells. Pen holds the ink—base holds the pen. No dipping—just remove the pen and write. Air-tight point holder keeps point ever moist and ready.

And the pen stands up at any angle or lies flat, due to Parker's Patented, Gold Ball-and-Socket Feature.

14k Gold Iridium-tipped, life-long point (in six gradations) to fit and yield to any hand without loss of shape.

Pen barrel of gorgeous Imperial Mandarin Yellow, Lacquer-red, Lapis Lazuli Blue, Green Jade (all black-tipped and tapered) and Flashing Black.

Bases of Marble, Onyx, Glass, Bronze Finish or Porcelain.

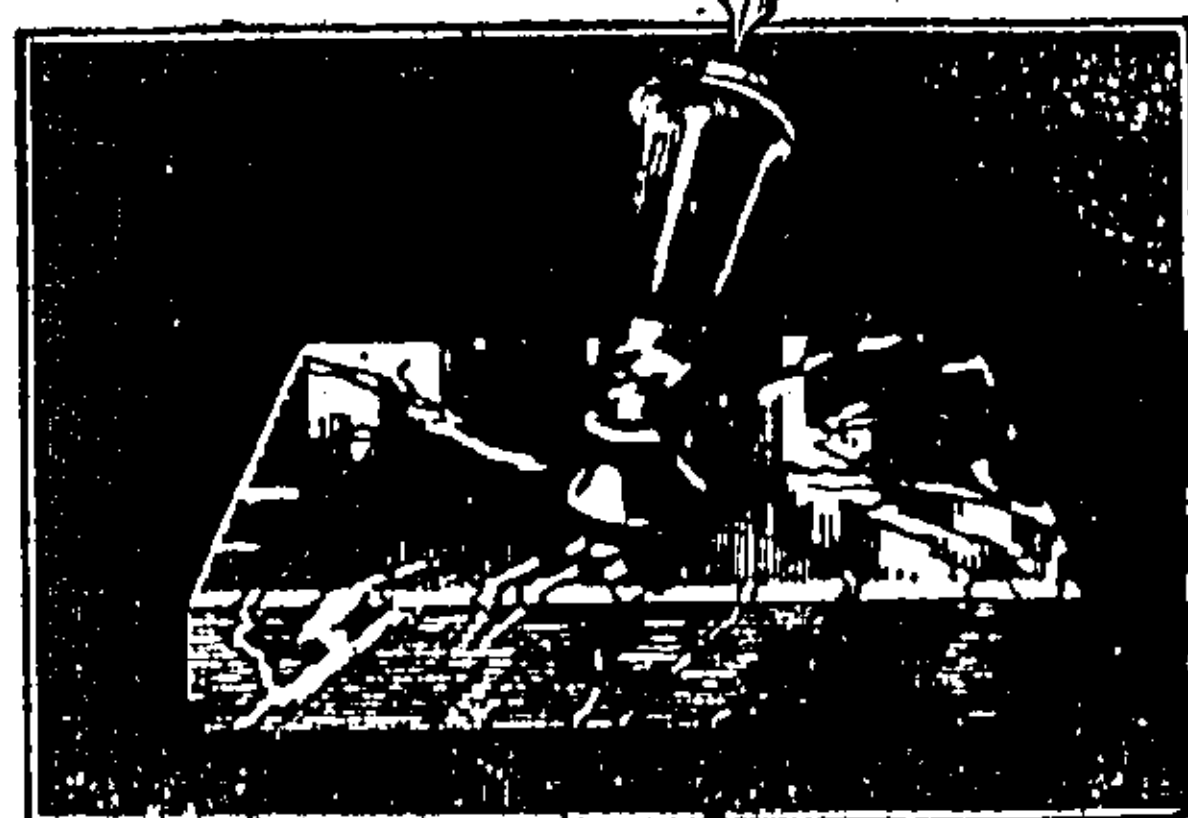
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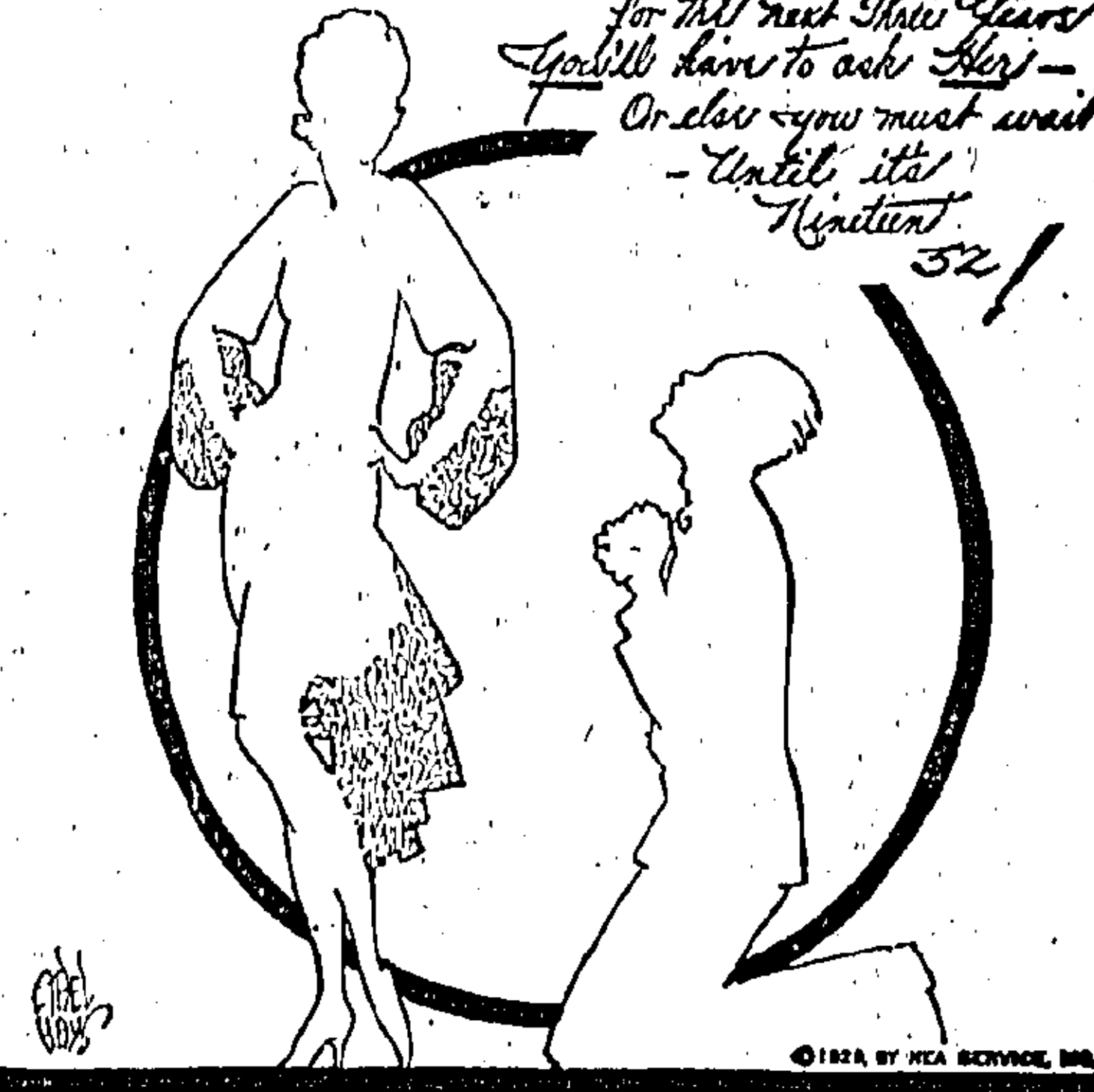
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1928 1932

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When a Proposal meant
That she must ask for



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For the next few years
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FORD'S £1,000,000 GIFT.

BIRTHDAY COMPLIMENT TO EDISON.

Port Meyer Feb. 12.
Mr. Edison gave a hearty welcome to Mr. Hoover on his arrival here, in spite of the fact that the President Elect is a newcomer to the inventor's birthday celebrations, which have been attended for many years past by Mr. Firestone, the rubber magnate, and by Mr. Henry Ford.

Mr. Edison predicted general prosperity during the administration of Mr. Hoover.

Mr. Ford brought Mr. Edison a birthday gift in the shape of a promise to contribute £1,000,000 towards the erection of an Edison Museum to house a collection of Edison models, from incandescent lights, invented in the last century, down to the latest devices.

Mr. Edison answered a number of typewritten questions which were handed to him, writing the answers in pencil. One question was, "What will science do for the world in the next fifty years?" to which Mr. Edison replied: "We do not know a millionth per cent. about anything. We do not know what electricity, sound, and light are, so you see there is a big opening."

Another question was a request for a formula for a happy life. Mr. Edison wrote: "I am not acquainted with anyone who is happy."

OLDEST MONARCH DIES AT 89.

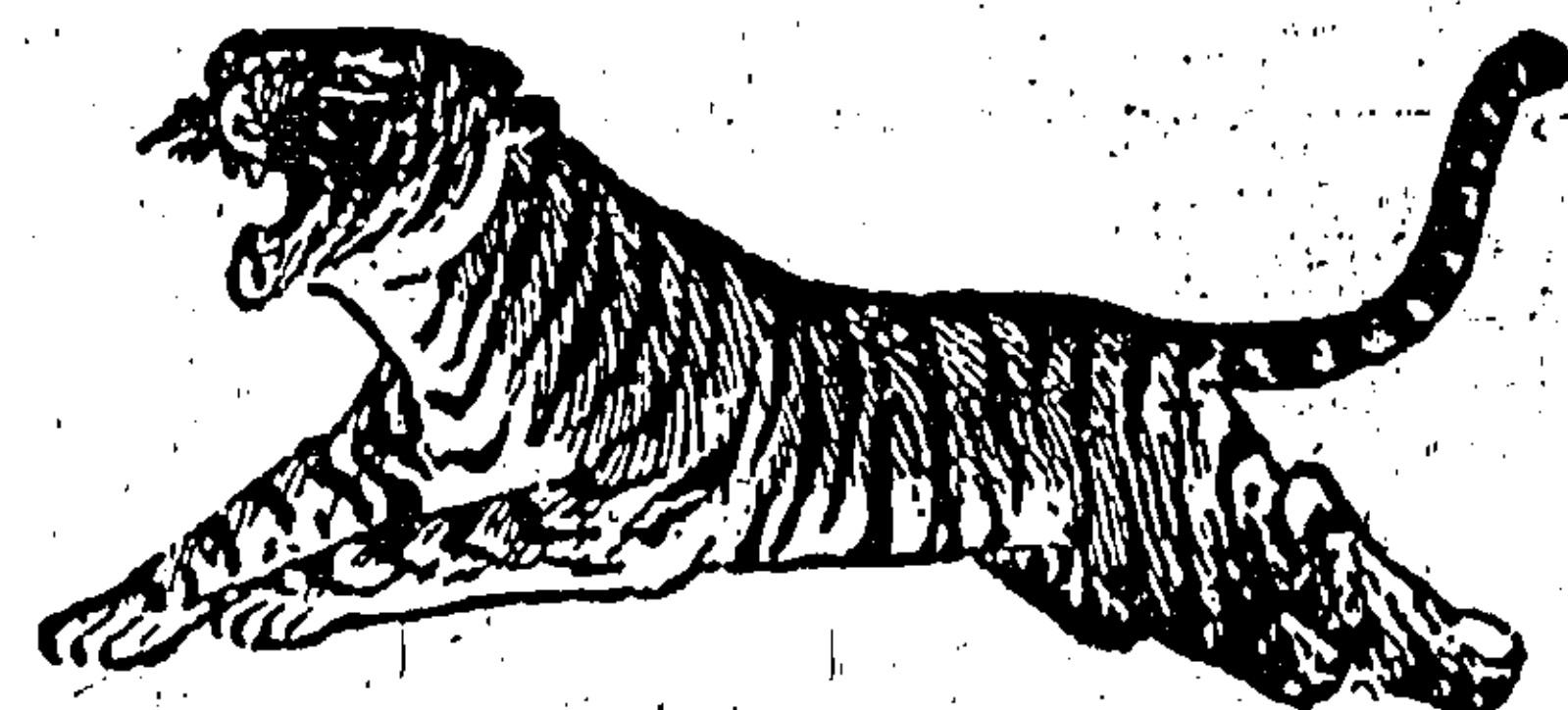
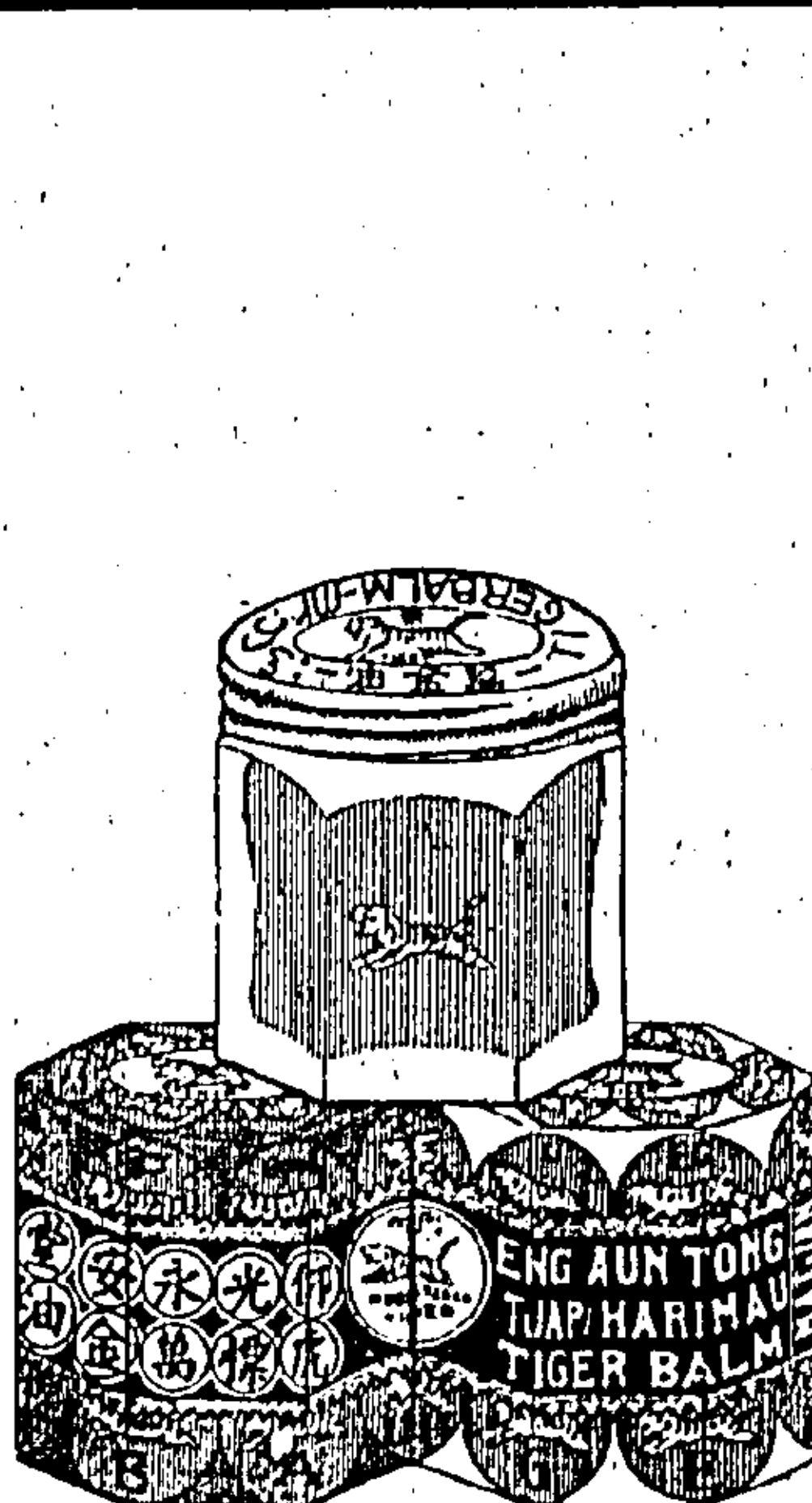
PRINCE JOHN II. WHO RULED FOR SEVENTY YEARS.

Vienna, Feb. 11.
Prince Johann II., the ruler of Liechtenstein, died to-night at Feldsberg Castle at the age 89.

Prince John, who was the oldest reigning sovereign in the world, had reigned over the small principality of Liechtenstein, situated between Austria and Switzerland, since November 12, 1868.

He was popular in Vienna owing to his philanthropic activities. Liechtenstein is one of the famous Tom Thumb States of Europe. Its area is hardly 60 square miles—less than half that of England's smallest county; population about 12,000.

In the war Liechtenstein was neutral. Its army consisted (in the seventies) of 55 men; but it was disbanded by Prince John when the Treaty after the Franco-Prussian War had assured the peace of Western Europe for long years to come.



Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

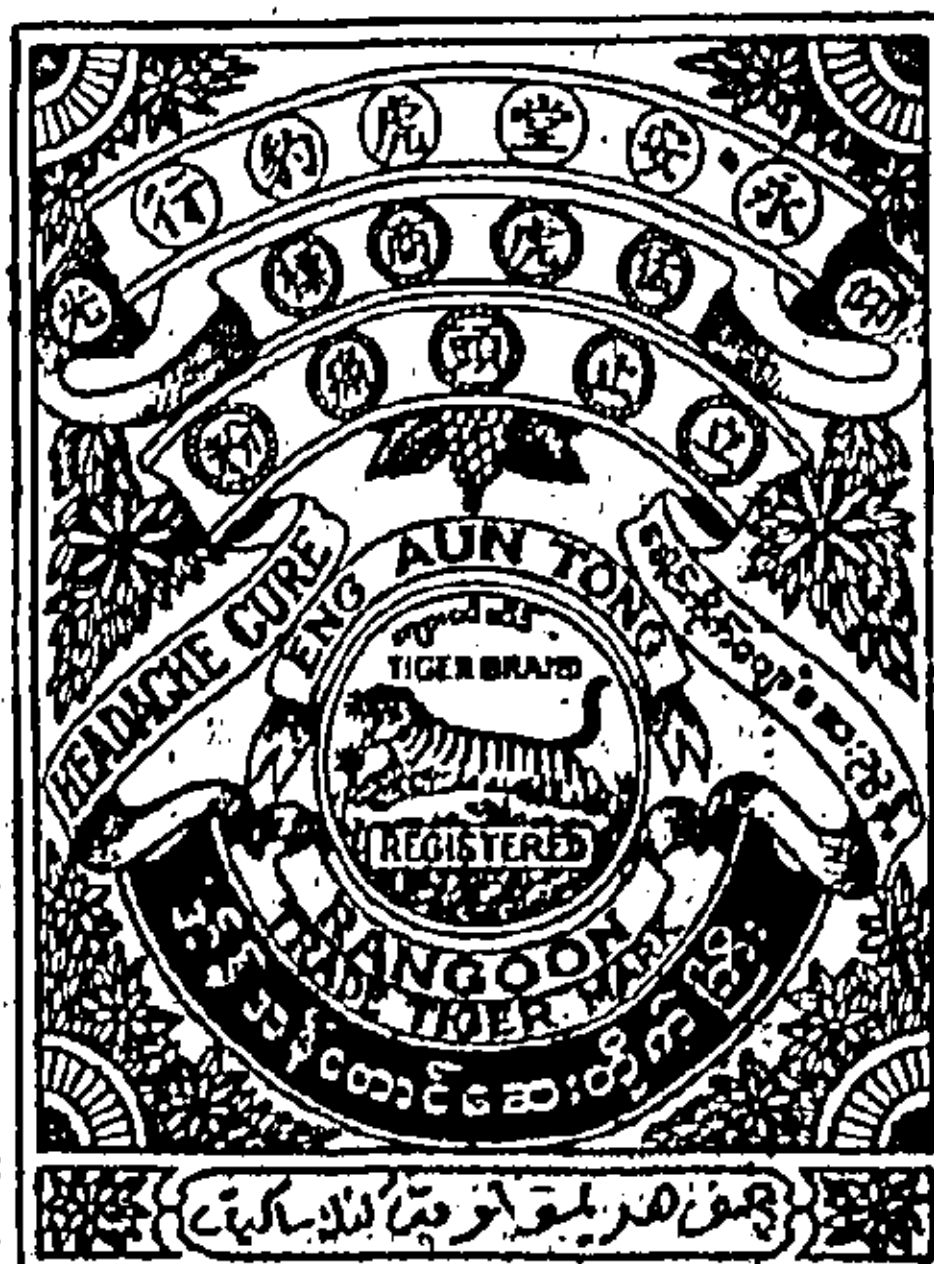
OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Big Pots 60 cts each.
Small Pots 25 cts each.

Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

10 cents per packet.



ENG AUN TONG

THE TIGER MEDICAL HALL

Head Office in Rangoon, Burma.

Branch Offices:—Hong Kong—28, Bonham Strand, East. Singapore, Shanghai, Swatow.

"TAIPAN"

LA PERLA DEL ORIENTE

Light MILD and GOOD

Try one at

Yours Truly
Tobacco House
行隆昌百

22, Des Voeux Road C, (Phone: C. 1856.)

A Social Offence.

The person who goes about with ill-smelling breath is an offender against social harmony. Sweet pure breath is a necessity to every man and woman who desires respect and good-will. Usually all that is needed to correct foul breath is an occasional dose of Pinkettes, the dainty little gentle-laxative. They also banish constipation, bilious attacks, sick headaches, regulate the liver, clear the skin, relieve piles. All chemists sell Pinkettes, or post free, 69 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES
THE GENTLE LITTLE
LAXATIVE LIVER REGULATORS
KEEP YOU WELL

THE
BEST
AND
CHEAP-
EST
PER-
MAN-
ENT

Hair Waving in the Colony
Mrs. BETEN
Tel. K. 681, Extension Room 34.
PENINSULA HOTEL.

FANLING HUNT
STEEPLECHASES

SUNDAY,
24th MARCH.

Entrance close at noon
16th March
Forms from Thomson & Co.

Stop Itching
Skin Troubles

A Real Antiseptic Gels Results
Eczema, chafed skin, rashes, and other skin troubles quickly yield to LAZOL. This pure creaming liquid penetrates the skin, soothing and healing the irritated tissues. ITCHING, STINGING, STINGING, LAZOL is clear and sterile. It is one bottle to make a luscious skin cream. Made in U. S. A. and sold by all good druggists. (C) 1928. Muller & Phipps, Madison-Haus, New York.

New Arrival Shortwave Kits
And Accessories.

Prices Reasonable.
The Union Store.
37, Des Voeux Road.

Four children left to play on a straw mattress while their mother went shopping, says Reuter, were burned to death at Belgrade.

ONCE

WE DO YOUR WORK—YOU WILL
ALWAYS
COME TO US.

FIAT GARAGE
67, Des Voeux Rd. C. Tel. C 4821

CHINA TENSION
RELAXED.

MARSHAL LI CHAI-SUM GIVES
AN INTERVIEW.

Nanking, Mar. 15.
The arrival of Marshal Li Chai-sum on March 13 has largely dissipated disquieting rumours of possible war, and the very tense situation which it is now generally admitted existed at the time Li Chai-sum arrived in Shanghai. Yesterday afternoon, in a press interview, Marshal Li emphatically declared that his policy had always been to support the National Government and maintain peace at any cost. In this connection he pointed out that immediately after his arrival in Shanghai he made a statement unequivocally on the Hunan issue. The matter was entirely for the National Government to decide and settle.

He and other old members of the Kuomintang without delay went to Nanking and held a conference with Marshal Chiang Kai-shek for a settlement of the Hunan case, while both the civil and military leaders from Canton have come to Nanking to attend the Congress, which cannot be interpreted except as denoting support of the National Government.

Marshal Li Chai-sum also said that the Canton Branch Political Council had suspended its sittings and was now awaiting orders from the Central Government to close down while the Disarmament Conference's decisions were being carried out in Canton in good faith; also the National Government's special Financial Commissioner in Canton had already assumed office, and Canton was obeying the order that the administration of National taxes shall be centralized in the National Government.—Reuter.

A Changed Tone.

Hankow, Mar. 15.
Three of the dismissed members of the Wuhan Political Council have replied mildly to Marshal Chiang Kai-shek's telegram, expressing willingness to abide by the decisions of the Central Government, acknowledging their fault in the Hunan issue, and definitely recording that they are all lovers of peace and loyal supporters of the Party.

The vernacular papers also have completely changed their tone and at present are lauding alike Wuhan and Nanking.

The dismissals are regarded as purely a compromise, since it is felt those dismissed will occupy similar positions, whatever organizational replaces the Provincial Government.

All warlike activities have ceased, and the situation is rapidly becoming normal.
Pan Yih-chi, Mayor of Wuhan, is going to Nanking to-day as a special envoy to cement the newly established peaceful relationships.—Reuter.

Pei Chung-hsi.

Tientsin, Mar. 15.
It is reliably reported that General Pei Chung-hsi is at present at Tangshan, with about 30,000 troops and one armoured train.—Reuter.

Political Councils.

Peking, Mar. 15.
The local Political Council has ceased to function, in accordance with instructions from the Central Political Council.—Reuter.

JAPAN'S BUDGET.

PASSED BY BOTH HOUSES
OF LEGISLATURE.

Tokyo, Mar. 15.
The Budget shows a total of Yen. 1,762,000,000 including, for the Navy 268,000,000, and the Army 231,000,000.
It has passed both houses. Supplementary estimates will be presented shortly.—Reuter.

WOMAN'S WORLD

FOR OUR LADY READERS.

Beauty Bags For The Skin.

[By a Beauty Expert.]

Complexion beauty bags are not used as much as they might be when we consider that the cost is practically nil, and that they do so much for the skin.

Try the following beauty bag and see if you are not charmed. Half fill a small bag made of cheese muslin with very fine oatmeal. A few seconds before you wash, toss it into the water, and immediately a milky fluid oozes out that is very kind to the skin. Use the bag as you do a sponge, and you will be surprised at the result.

There are packets of flaked barley on the market which I discovered in a splendid for a beauty bag. It leaves the skin soft and nice. Then the herb complexion bag has only to be tried once to become a favourite.

Into a large tin with a well-fitting lid put a 2d. packet each of crushed lavender, elderflowers, and cowslip flowers. Mix thoroughly by shaking well, and when you need a fresh beauty bag, put two tablespoonfuls of the herbs into a small muslin bag. Toss into the water a few minutes before you are ready for it, so that the value of the bag has been drawn into the water. Rub the bag all over the face, neck, hands, and shoulders, and dab gently to dry.

Use the bag frequently and your face will never show signs of neglect.

For Morning Wear.



Very soft beige stockinette makes a good dress for morning wear. The model sketched is simply trimmed at neck and waist with bright blue and black braid, while two diagonal rows of button-hole stitched scallops at the hips provided an up-to-date finish.

Bouffant Frocks are in Favour.



There is infinite variety in bouffant gowns this season. A peach faille taffeta has a step-down basque treatment and two side trains. (Light) A Nile green tulle has its girdle embroidered on it in crystals and from the kerchief point side of the girdle a long panel of tulle falls.

"Channel Moderate."

[BY A GIRL WHO HATES THE CROSSING.]

I have just crossed the Channel. It wasn't the first time, but it will be the last until there is a tunnel.

On the fateful day in question I was up betimes and looking at the weather. Grey sky and rather breezy. I seized my Daily Mail, which said, "Channel moderate."

"What does that mean?" I asked at breakfast. "Means O.K.,—and anyway it's only an hour," I was informed.

After much weighing and registering of luggage I (rather battered by this time) and a porter at last got to my seat in the Pullman at Victoria Station. "Will you take lunch, madam?" the attentive attendant inquired. I glanced at the sky and said I would let him know later. I had suddenly remembered that board which tells passengers the condition of the sea. I ran up the platform. "Channel moderate." Well, it hasn't got worse, I thought.

"What's the sea like to-day?" I inquired of Mr. Cook's man. "Not so bad, mum." A porter was standing by the Pullman when I got back to it. "How's the Channel?" I asked. "Not so bad, mum." "What does that mean?" I persisted. "Oh, not so bad, mum."

...

I sank into my seat and felt in my pocket for that comforting square box containing a mal-de-

mer preventive. "Have you decided to take lunch, madam?" the conductor once more asked. "Well, how do you think the sea is?" "Not so bad." I was beginning to be really apprehensive, so I refused lunch and ordered a bottle of Perrier.

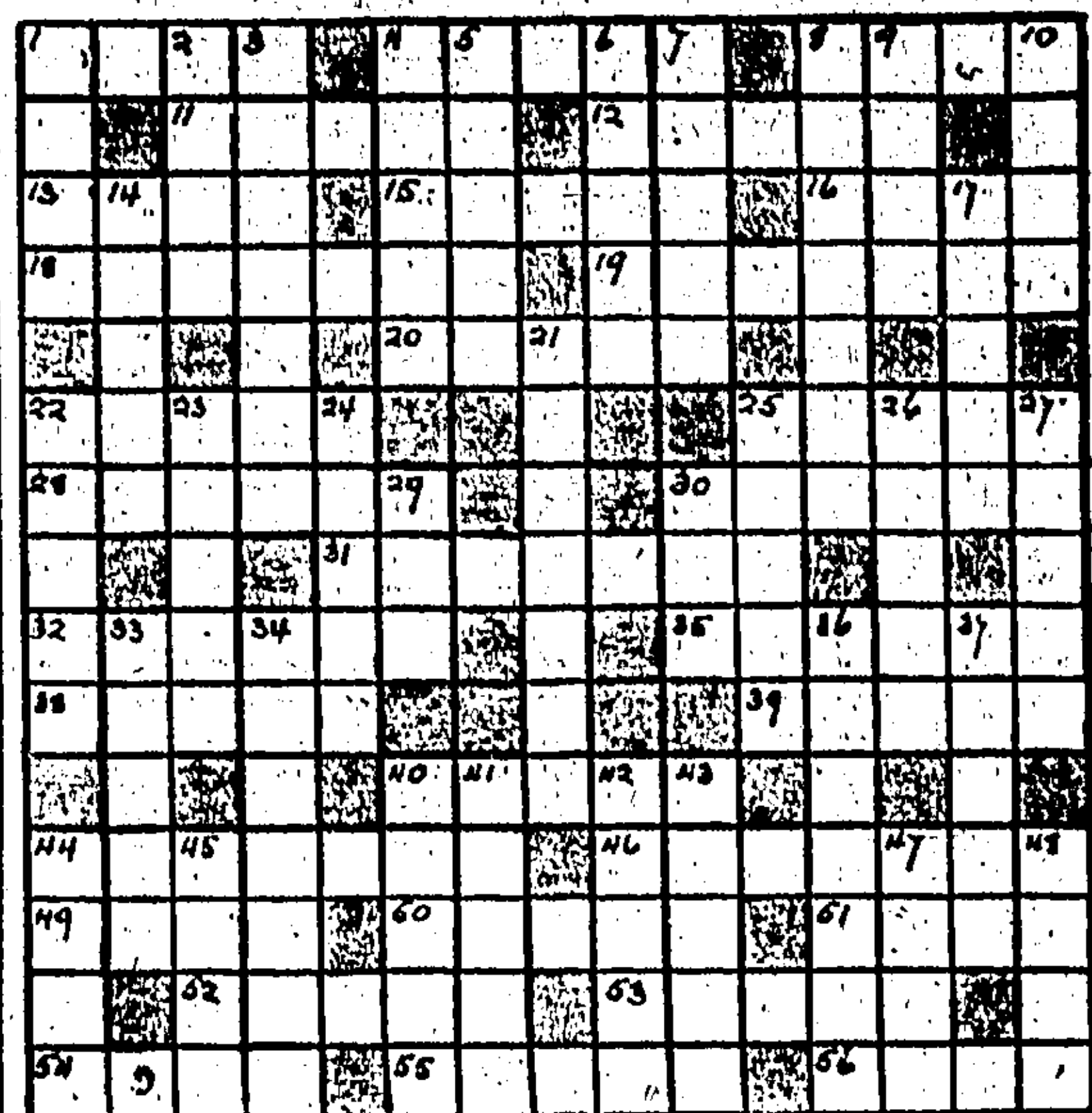
As we neared Dover the weather got really breezy. A voice behind me was saying, "Well, I always lie down before the boat goes and I find it helps no end." I pulled out the little box and took one dose for safety.

Dover and a scramble through the passport barrier. Passengers rushed in all directions. A porter went off with my hand baggage and it began to rain. I jostled my way through the crowd and up the boat's gangway. "What's the weather like outside?" "Not so bad, mum."

Exasperated, I rushed up to a gorgeous individual covered in gold braid (the captain, I believe) and asked him for information. "Not so bad, madam." My internal organs turned a somersault of apprehension, and I realised that the porter and luggage had not appeared. I searched the boat from end to end and at last found him. Every chair in sight was taken, but I got one at last. A veil must be drawn over the ensuing hour.

Calais. A grey-green, haggard, worn-out wreck, unfit for any further action, I was helped off the boat. I staggered to the passport place and the Customs and came to the conclusion that the English side of the journey was calm and peaceful compared with the pandemonium in Calais. And all this just to travel 22 miles!

OUR NEW BRITISH CROSSWORDS.



Across.
1 Roll.
4 Stool.
8 Horned animal.
11 South American animal.
12 Revolving part of a motor.
13 Health resort.
15 Used for shaving.
16 Ascend.
18 Persevere.
19 Burdonosom.
20 Birds of gull family.
22 Burn with liquor.
25 Twilled woollen fabric.
28 Make less.
30 Craving.
31 Commotion.
32 Cricket team.
35 Bagpipe players.
38 Nearer normal.
39 Mark of omission.
40 The archfield.
44 Original documents (Law).
46 Found the position of.
49 Sediment.
50 Split.
51 Flat brick.
52 Drugged.
53 Trace back.
54 Appearance.
55 Borders.
56 Appear.

Down.

1 Speak imperfectly.
2 Celestial body.
3 Hanging embroidery.
4 Ordinal of one.
5 Ill tempered.
6 Hum.
7 Wind musical instruments.
8 Regrets.
9 Three.
10 Proceeds.

14 Amity.
17 Theatrical supernumerary.
21 Garments.
22 Blackthorns.
23 Species of Poplar.
24 Provent.
25 Denoting purpose (Gram.).
26 Species of duck.
27 One who believes in existence of supreme being.
29 Blue Titmouse.
30 Immorse.
32 Spear.
34 Deers flesh.
36 Tastes.
37 Festivity.
40 Scatter.
41 To one idea.
42 Awake.
43 Knobs.
44 Slight of figure.
45 Advice.
47 Weary.
48 Believe.

Yesterday's Solution.

NEWSPAPER
E A C O A L W I S E
E A C O A L W I S E
D A C O M O A I N M A S O N
D A C O M O A I N M A S O N
Q A G E R E C A D E N C E
C A S T L E D A A V S E
A P P A L 2 A L V S E
W E A R A G A L E S A V E
S A G A L L A T I O N
D J A G A S P A S T Y
S U A C A D A A O O T E
H E R A L D L A P P E D A
A L A L A A O O E D O Z E
A C A D A V A V V S
E W E A S O A L A V E A T

"STREET ANGEL"

FURTHER SCREENING AT
THE QUEEN'S.

"Street Angel," featuring Janet Gaynor and Charles Farrell, stars in "7th Heaven," was made in response to an insistent demand on the part of cinema fans that those two popular stars be seen again. Miss Gaynor has the part of a young Italian girl, who in desperation, attempts to steal in order to buy medicine for her sick mother. She is arrested, but escapes from the police and hides in a small travelling show. The acrobat befriends her and she joins the circus.

Charles Farrell is an itinerant artist, who is enraptured by Angela but she does not return his love immediately, but finally his pleas are hard and she, touched by them, gives him some hope.

When she pleads frantically for her life and her love, one's heart goes out to her. And when, after her capture by the police, she pleads successfully for one hour's freedom to spend with her lover, one is touched by the truly great acting power of Miss Gaynor.

Lord Justice Tomlin, the newly-made Judge of Appeal, has been granted a barony with the title of Baron Tomlin of Ash, in Kent.

LETTER GOLF

A COIN BANK doesn't seem as if it would be a very big golf course, and, of course, it isn't a whole course, but it contains an interesting par five hole.

C O I N
B A N K

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.
One solution is printed on another page.

FRECKLES AND HIS FRIENDS

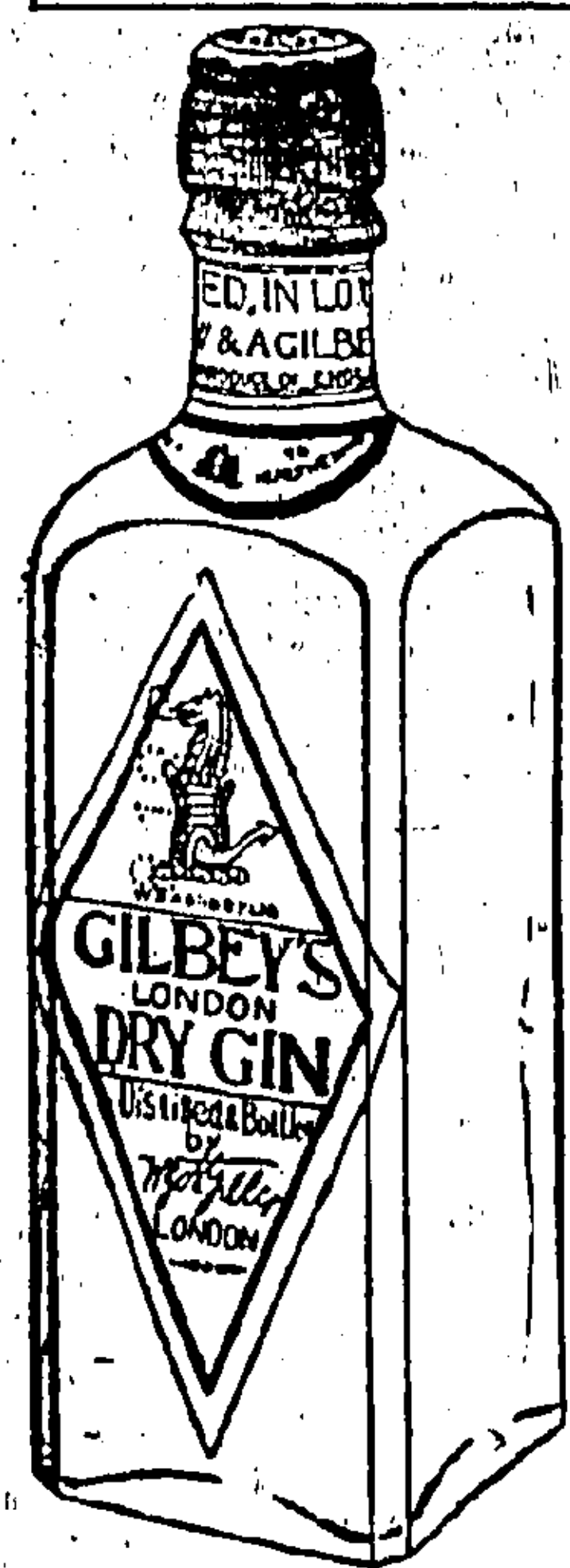
Must Be Important

By Blosser

IN THIS CHANGEABLE
WEATHER.

Everyone should have a
bottle of our—
**COLD and COUGH
MIXTURE** by him.

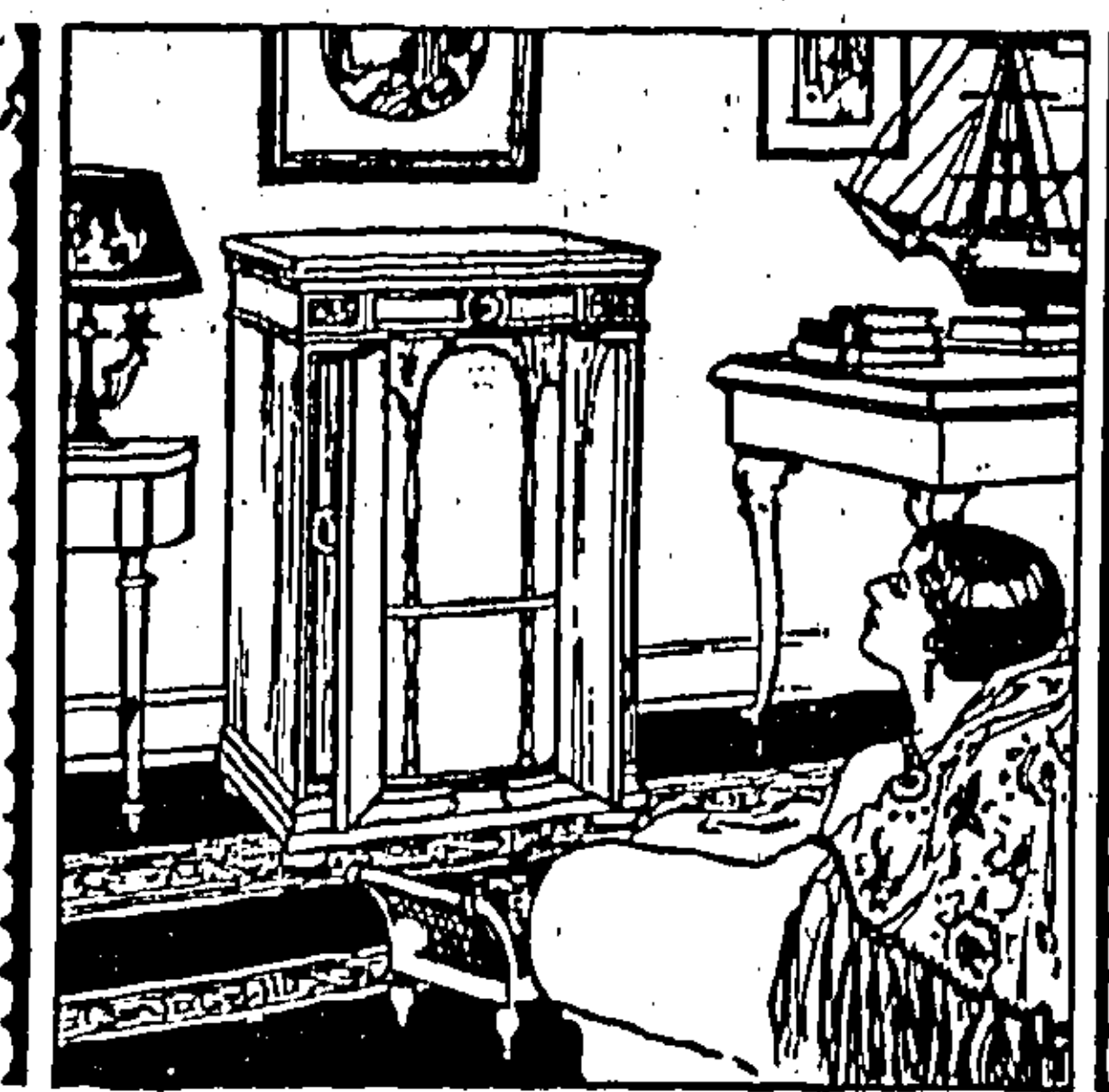
THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD CENTRAL.
Tel. C. 1877.



Gilbey's Celebrated London DRY GIN.

Distilled and Bottled by
W. & A. GILBEY
By Royal Appointment to
His Majesty The King.

Sole Agents:
A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS.
Phone Central 616.



A world of entertainment on instant tap

CHOOSE your own program—have as many encores as you wish. The Orthophonic Victrola will give you all the world's greatest and latest music, whenever you want it! There is a model and a price for every need. Come in—soon—and choose yours!

S. MOUTRIE & CO., LTD.
(VICTOR DISTRIBUTORS.) CHATER ROAD.



Our London Agents have instructions to send us sample quantities of every new material or design that creates a vogue in London or Paris.

We have a large range of New Materials for Spring Dresses in Stock.

Newest Patterns in
COTTON VOILES.
38" wide.

"Old Bleach" Linen in 20 Different Shades.

(With Cambrics to Match for Undies.)

ALL KINDS of
HABERDASHERY
ALWAYS in STOCK

We Offer Quality, Service, and Satisfaction.

Lane, Crawford, Ltd.

Tel. C.4567 HABERDASHERY DEPT. (Ground floor.)

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED
IN LOCAL BUILDINGS
IS PROOF OF THEIR
SUPERLATIVE MERIT.

THE MAJORITY OF
LIFTS YOU USE
ARE
WAYGOOD-OTIS

ERECTED & MAINTAINED
BY
DODWELL & CO., LTD.
SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

BIRTH.

FERRIER.—To Mr. & Mrs. Vivian
Ferrier at Shamen, Canton,
on 14th March, a son.

The
Hongkong Telegraph.

SATURDAY MARCH 16 1929.

DISARMAMENT.

Britain's attitude towards disarmament was well elaborated in the course of Mr. Bridgeman's speech in introducing the Naval Estimates in the House of Commons. He was able to show that so far as actual naval disarmament is concerned, Great Britain has done more than any other country—a fact which cannot be too often emphasised in view of suggestions which are frequently made that the British Government has been standing in the way of the progress of the movement. Since the Great War, the British Navy has been reduced by substantially more than two million tons, whilst even before the Washington Conference more ships had been scrapped than the present strength of the Navy. How far our cruiser strength has been affected by this policy may be gathered from the statement that the total is now only 52, compared with 114 before the war.

We are glad to notice that Mr. Bridgeman, whilst stressing the necessity for disarmament within certain limits which shall not affect national safety, sought to remove a very popular impression that the ends of peace will necessarily be served by reductions made on a proportional basis. We have always held the view that such reductions are not in themselves a guarantee against war, since they leave the various countries in relatively unchanged position so far as strength is concerned. There must be something very much more than proportional reduction of world peace to be preserved—namely, the encouragement of the spirit of amity and friendliness. It is a corollary to this statement to say that even large navies do not of necessity imply warlike intentions. Mr. Bridgeman made that point by suggesting that world peace is not placed in jeopardy because two or more peace-loving nations have strong naval forces. Admittedly, the means of waging war are rendered all the greater as the strength increases, but numbers or tonnage are not the real factor. A small but bellicose nation can do far more harm than any number of countries well armed for defence but having no lust of conquest or territorial

ambitions. So it all comes down to a country's real policy—whether that policy is based on warlike intentions, or whether the preservation of peace and concord is the dominating idea inspiring it.

It was only natural that Mr. Bridgeman, in the course of his speech, should touch on Anglo-American relations, for there has of late been much mischievous and ill-informed talk in regard thereto. The British policy is that there shall be no competition either with the United States or any other country. We should prefer, of course, the concluding of some disarmament scheme acceptable to all the Navy Powers, and as Mr. Bridgeman put it, we are willing to listen to any proposal in this connexion. Unhappily, it has not yet been found possible to discover such a formula, but it is no more right that Britain should be blamed for this circumstance than that we should seek to cast the odium on others. We still have hopes that something definite will soon be done to remove the present uncertainty. In the meantime, it is reassuring to feel that Britain still maintains an open mind on the subject and is willing to explore every avenue leading towards the desired goal.

Speed.

The Automobile Association of America is probably safe in assuming that the terrible tragedy at Daytona Beach, the death of Lee Bible, the American racing motorist, during an attempt to beat Major Segrave's land speed record of 231.3 miles an hour, will result in a revival of agitation by those who deny the justification for such efforts. Public sympathies are notoriously fickle, and it is quite likely that critics will be found even among those who with bated breath watched Segrave's dash down the sands. The principal argument is, we suppose, that the margin of safety is so narrow that land speed attempts are little more than a gamble with death. It is precisely this that the statement issued yesterday seeks to disprove. The Automobile Association points out that Daytona Beach has been used for racing cars for 28 years in which period hundreds of terrific bursts of speed have been witnessed, the world record has been broken on no fewer than fourteen occasions, and only three drivers have met with an untimely end. If we accept these facts as accurate, the answer seems sufficient. Racing drivers at all times carry their lives in their hands, literally, but we see no greater danger in whirling in the straight at 200 miles an hour than in taking a hair-pin bend in a road race at the very ordinary speed of 60 miles per hour. The percentage of casualties would probably work out much higher. The outcry, if any, will come from the type of person who reads that Flying Officer Atcherley, of the R.A.F., has looped the loop at 300 miles an hour, and describes the feat as foolhardy. The foolhardiness lies in drawing a line between plain recklessness and cool daring without a knowledge of the facts. It is essential, for instance, in the Schneider Cup race, for which Atcherley is training, to make a turn on a triangle course at, perhaps, a much higher speed, and this we think offers greater strain than looping the loop. Equally, we doubt if the feat would have been attempted if Flying Officer Atcherley had not accomplished the feat at lesser speeds, gradually working up to 300 miles an hour. Disasters which occur in the process of such performances on land and in the air usually result from human liability to error, a factor which is not in any means confined to these spheres.

The health bulletin of Eastern ports for the week ending March 9 gives the following cases, figures in parentheses indicating the number of deaths.—Plague, Baghdad 3, Colombo 2 (1), Pnom Penh 1 (1); Cholera, Bassora (2), Rangoon (1), Bangkok 13 (2), Pnom Penh 1 (1); Small-pox, Basrah 1 (1), Bihar and Orissa 45 (22), Madras 76 (24), Negapatam 1 (1), Rangoon 5 (2), Belawan Deli 1, Samarinda 27, Sourabaya 1, Hal-phong 10 (8), Pnom Penh 10 (7), Hongkong 37 (42), Shanghai (12), Canton 29 (9), Macao (15), Dairen 1.

DAY BY DAY.

THOSE WHO ADMIRE AND LOVE KNOWLEDGE FOR ITS OWN SAKE OUGHT TO WISH TO SEE ITS ELEMENTS MADE ACCESSIBLE TO ALL.—Sir William Herschel.

Mr. W. J. Lockhart-Smith is to act as Assistant Land Officer and Deputy Registrar of Marriages.

Tenders are being invited for the supply of a single screw tugboat launch for the Harbour Department.

It is notified that the name of the Kwong Shun Steamship Company, Limited, has been struck off the Register.

The Rev. E. C. and Mrs. Lobenstein and Mr. M. Manuk were amongst the passengers arriving by the President Jefferson.

During the absence of Inspector Meade, Inspector H. L. Lockhart has been appointed as Inspector of factories and of juvenile labour.

Mr. Justice Wood and Mr. N. S. Brown have been nominated as members of the Court of the Hongkong University for further periods of three years.

Nearly seventy pages of the Gazette are devoted to the Ordinance to amend the constitution of the Hongkong and Shanghai Banking Corporation.

His Excellency the Governor has appointed Mr. Victor Cecil Branson to act as Government Analyst during the absence on leave of Mr. E. R. Dovey.

The Hongkong Police "Interforce" team, who went up to Shanghai to meet the Police of that port in a series of sports fixtures, returned last evening by the A.S. Khiva.

Tenders are being invited for the preparation of sites and construction of a latrine and bathhouse at Kowloon City and Dock Lane, with all drainage and any other contingent work.

It is notified that, at the expiration of three months, the Leyceco China Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

"Electric Street" is the name given to the thoroughfare running in a south-westerly direction from Star Street, parallel to Wing Fung Street through and to the south-west boundary of Inland Lot No. 2337.

Billy Dinn, the popular Lancashire comedian, and his partner Topsy Lee, "London's miniature Sophie Tucker," will appear during each performance to-morrow and Monday at the Queen's Theatre in a series of burlesque items.

Sir Emmanuel and Lady Hoyle were amongst the passengers who arrived here by the President Jefferson. Sir Emmanuel is a J.P. for Huddersfield and Penrith, and he was formerly in command of the West Riding R.A.S.C. (Territorial Forces).

The Government proposes to erect an underground public latrine at junction of Hollywood Road and Ladder Street. If any owner or occupier in the immediate vicinity of the site has any objections, these must be sent in writing to the Colonial Secretary so as to reach his office not later than April 6th.

Among passengers arriving on the P. and O. Naldora yesterday were Mr. and Mrs. Bird, Mr. and Mrs. Strange, Comdr. D. Maxwell, Comdr. and Mrs. Lambert, Mr. S. Schofield, Mr. A. Judd, Mr. R. White, Major G. Ogilvie, Mr. H. Richardson, Dr. and Mrs. Mott, Mr. and Mrs. Austin, Dr. A. Douglas, Mr. M. Breen and Mr. and Mrs. Webster.

EXCHANGE RATES.

	London, Mar. 16.
Paris	124.255
New York	4.854
Brussels	34.05
Geneva	26.23
Amsterdam	12.114
Milan	02.075
Berlin	20.455
Stockholm	18.10
Copenhagen	18.21
Oso	20
Vienna	34.555
Prague	16.34
Helsingfors	193
Madrid	31.555
Lisbon	108.4
Athens	376
Bucharest	816
Rio	574
Buenos Aires	47.11/32
Bombay	1/5 31/32
Shanghai	2/6 1/4
Hongkong	1/11 1/2
Yokohama	1/10 1/10
Silver (spot)	28
Silver (forward)	28 1/10

—British Wireless.

OLD CURIOSITY SHOPS.

Some Thoughts on Their Value.

The river of time plunges down through its ringing channels with a proud indifference to human concerns. Its effort is, apparently, to hurry away and to hide all the trinkets and the treasures to which we have given our hearts, to annul the products of art and of handicraft, and to sweep all our childhood's toys into oblivion. Never has the speed of its current been more furious than it is today, never has it torn and eaten and washed away the past so relentlessly; and perhaps that is the reason why we are nowadays searching out and saving such few things as it leaves behind with a devotion never seen before. Our fondness for the past appears to stand in exact proportion to the rapidity with which it passes away, so that if we must admit that the present is in many ways more swiftly forgetful than any other age in history we may also say that it is more given to fond recollections. We are indeed absorbed—and with good reason—in the swift kaleidoscopic spectacle of modernity, and yet we show at the same time a quite unprecedented fondness for the antique.

Fortunate for us, therefore, that the river of the years has not carried quite everything away and that here and there, in quiet creeks and backwaters, some siltum and jetum has lodged and clung. Certainly the little that has thus been saved is a strangely miscellaneous assortment, having been brought together quite as much at hazard as the stray sticks that drift and circle in the eddies of an actual river. And this provides one of the chief delights of exploring the little shops where antique articles are stored and sold: everything one finds like the articles set forth for sale in other shops, it has not been produced to supply any actual demand; merely, it happens to exist, without purpose, without utility, in defiance of the laws of economics. Whether beautiful or not, it has at least one of the qualities of beauty in existing for itself alone. One does not enter the shop of a dealer in antiques and ask for a pair of silver shoe buckles because he has any intention of adding those articles to his own attire; he has in fact no use for them whatever, in the strict sense of the word; he merely wishes to have them near him as small fragments of the past, exactly as he might wish to have a rose. That analogy is a reminder that there are at least two kinds of business, both of them just now in a flourishing condition, which are supported by sentiment alone; the business of the florist and that of the dealer in antiques.

But the differences between the florist's shop and that of the antiquarian are numerous and important. The beauty of a flower is its youth, and it is all the better for being still wet with the morning's dew, but silver shoe buckles are treasured almost entirely because of their age. We love the rosebud because it seems to give itself to us alone, but a piece of yellowing lace that was worn in the stately minuets of the eighteenth century is dear to us precisely because we are certain that it has been dear to others long ago. There is, to be sure, a certain pathos in flowers, due to our sense of their evanescence, whereas the sentiment attached to a fan painted by Watteau consists in its fragility. Flowers are the confident smiling children of the present, speaking to us of the beauty that will forever endure, but the relics of our ancestors whisper of much that seems to pass away. And again it may be observed that the florist's window is the better for some suggestion of plan and arrangement; just the opposite is true of the antiquarian's shop, where we like to see disorder reign—books and clocks and ball gowns and Bibles promiscuously strewn

just as they were washed up along the banks of modernity.

Neatness and precision—virtues which usually get somewhat more than their due of praise—are never more out of place than in an old curiosity shop, for everything that is kept there is really debris, however precious, and it should be stored as such. Here is one spot at least, in a world which grossly overpraises youth, where nothing need apologize for being old or even for looking old, and consequently any effort at refurbishment strikes the sensitive visitor as vaguely dishonest, like a cosmetic. There should be tarnish on the aged silver, verdigris on the bronze, honorable stains of service on the leather bindings, dust everywhere, and in the absence of arrangement a general effect of chaos come again.

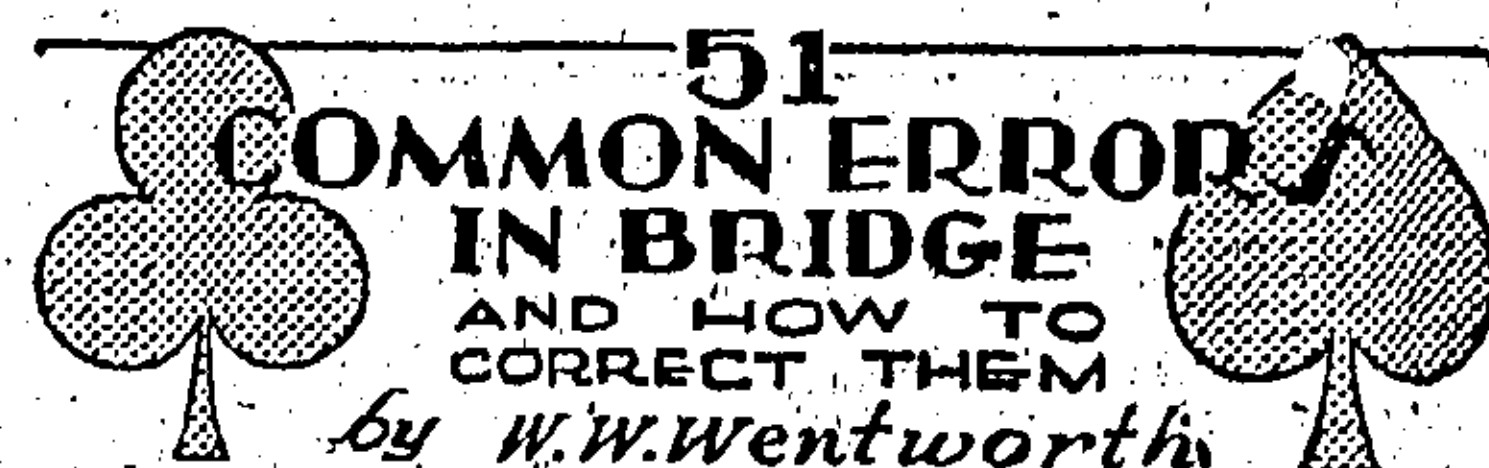
One dislikes to see these wails and strays out of the past—are they not our roots in some sense?—rubbed and polished and made to simulate a second youth, made to look "presentable" as it were in the twentieth century, when all their beauty and value consists precisely in the fact that they are actually old.

The pleasure of burrowing here and there in an old curiosity shop where the "stock" has been allowed to grow without plan and to lie without too much intrusive order of arrangement is the pleasure of constant surprise. Such a shop is like the writhing or the talk of an incandescent and inveterate humorist, in which nothing turns out as we expect but all the laws of logic and association among ideas are steadily defied. A dainty pair of dancing slippers in brocaded satin and with red heels rests upon a bishop's chausse; a porcelain dog from North England laughs with open mouth from amid a forest of Kaffir assegais; rouge pots still splendid with the painted pastorals of the fourteenth Louis are perched among the tomes of Tilloston and the grave Isaac Barrow; double-barrelled pistols with flintlock have somehow made their peace with a company of knitting needles. Salt cellars, Italian primitives, walking sticks, seventeenth century watches, doll's houses, cameo rings, and pitchers of antique silver stand or lie or lean together on one shelf. A properly conducted old curiosity shop is an object lesson in democracy.

It is a testing place, also, for the imagination, for every object one finds there may serve us as a key to some door in the past if only we know how to turn the lock. The thin, tinkling notes that come forth at your touch from the old harpsichord are either laughable to you—if you compare them with the soporous grandurs of the modern pianoforte, or else, if you are wiser, they evoke a picture of the stately dances of long ago, and perhaps also an image of Bach himself composing at just such an instrument majesties of music beyond which no mortal has dreamed. You examine a swordhilt of gold and silver, studded with precious stones, and your thought leaps the chasm between our time and that in which it seemed right to lavish art and wealth upon such toys. You find a rosebud pressed between the leaves of a book that may not have been opened for two hundred years. Who placed it there? And when? And why? That rosebud was a symbol once, loaded with unphraseable meanings; now it is a pure mystery. Yet it touches a chord, and your thoughts vibrate in unison for a moment with the thoughts of some unknown and utterly forgotten friend of centuries ago.

An old curiosity shop is a place of memories and a refuge from the winds of change. Here there is, or should be, no effort to bring things "up to date," but a delight,

(Continued on Page 9.)



24. TRUMPING AT THE WRONG TIME

	North (Dummy)—
♠ 5 3	
♥ 10 5 2	
♦ A 10 9 5	
♣ J 10 9	
	South (Declarer)—
♠ A K Q J	
♥ A 9	
♦ K Q 7 6	
♣ 7 6	

The Bidding.—South bids one spade and all pass. Declarer pro-

perly gives preference to the four-card major rather than the five-card minor or no trump with a worthless doubleton.

Deciding the Play.—West opens with Ace of clubs and then plays 6 of clubs. East wins the trick with Queen of clubs. What card should South play?

The "Error"—Declarer trumps with Jack of spades.

The Correct Method.—South should discard 9 of hearts. He should not weaken his trump strength. No matter what cards opponents play, game is now assured.

The Principle.—When holding only four trumps in closed hand and only three in Dummy, do not permit strong hand to be forced.

CARS which assure
ENJOYMENT
AND—
SATISFACTION.



Trial runs gladly arranged
**THE HONGKONG HOTEL
GARAGE.**

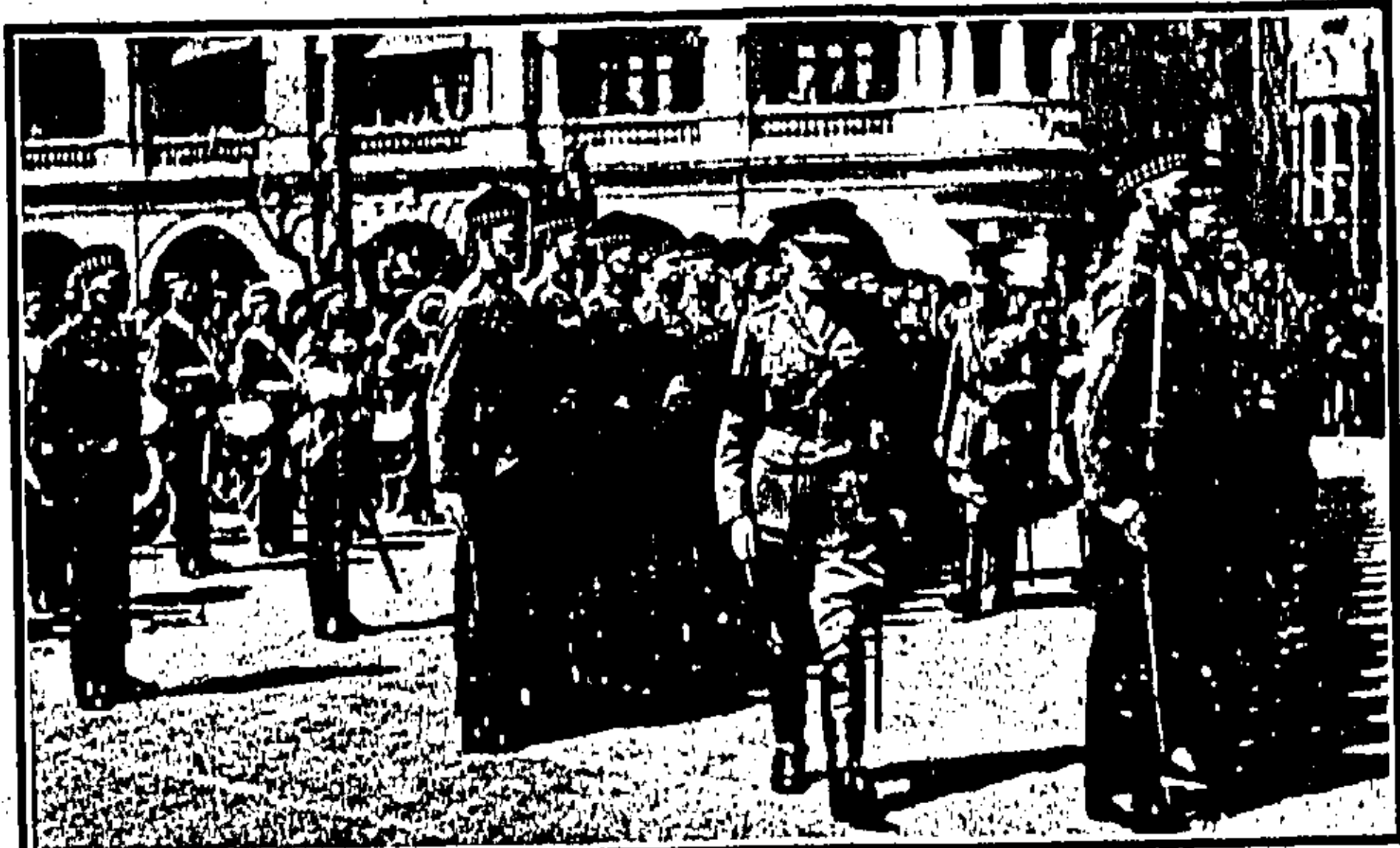
Hongkong Telegraph.

Pictorial Supplement

March 16th, 1929.

Powells

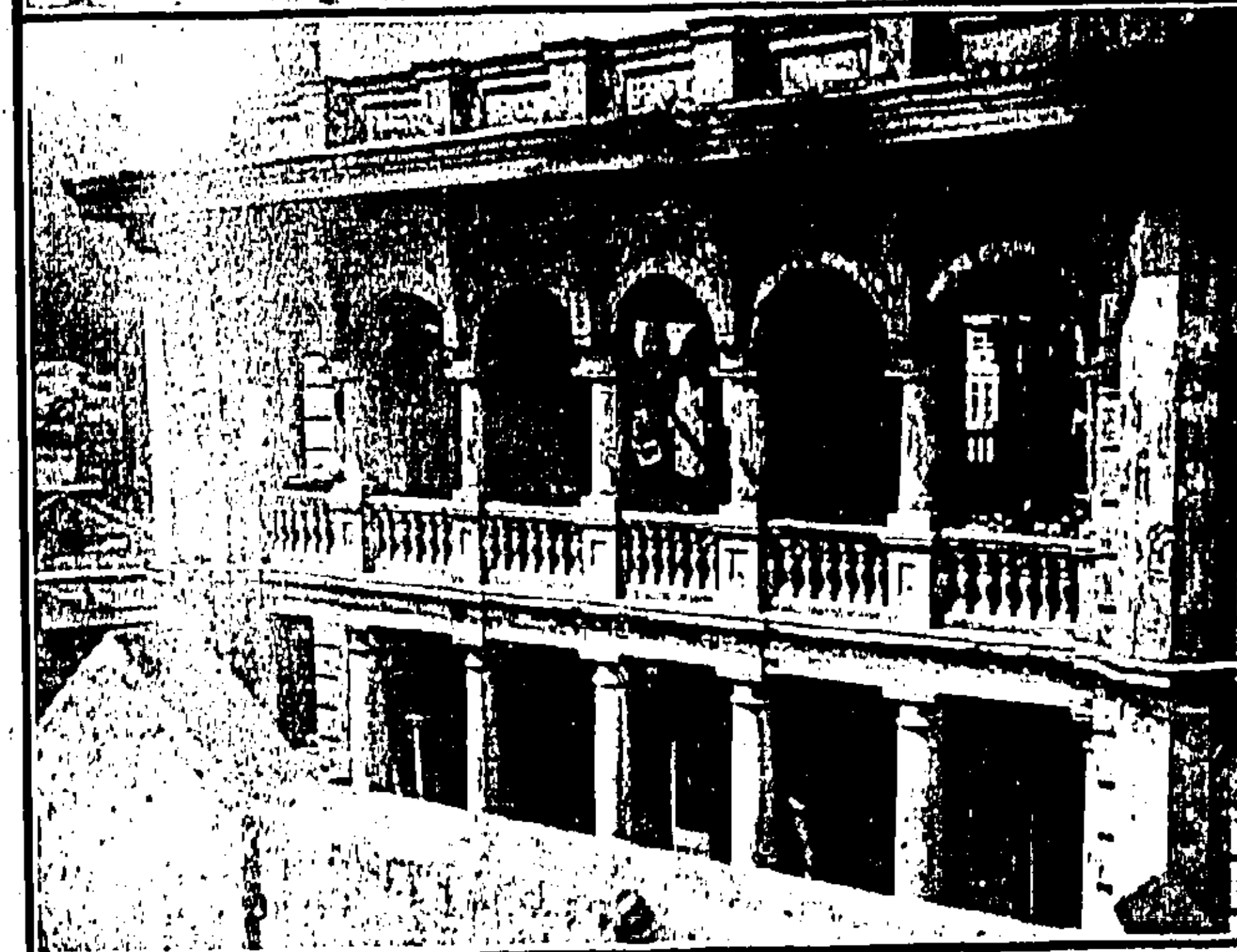
Can always be relied upon for
GENTLEMEN'S WEAR
Good value, reliability with
smartness being their aim.
NEW SPRING GOODS.
Just unpacked.



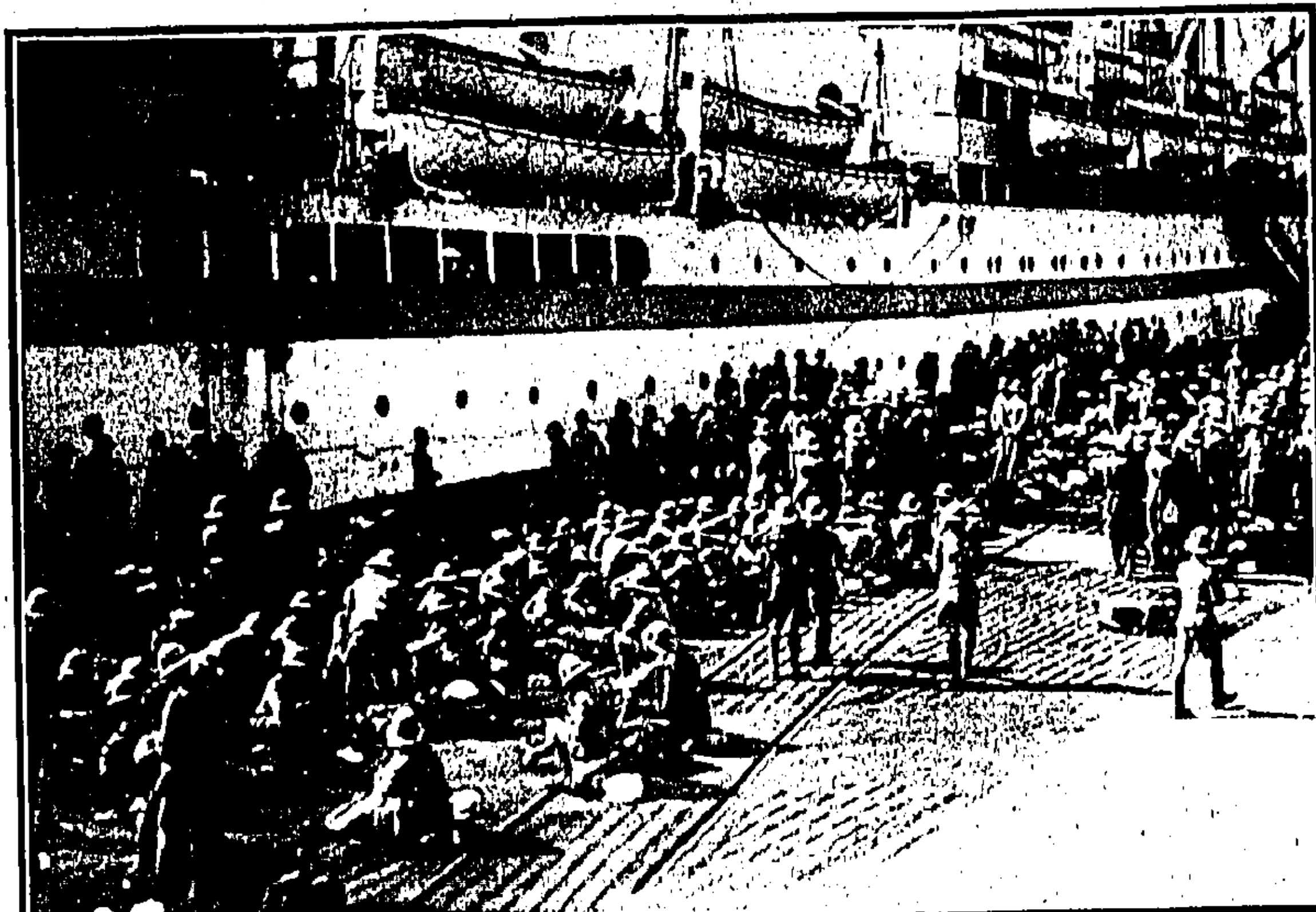
Major-General C. C. Luard is here seen inspecting the Guard of Honour provided by the K.O.S. Borderers, when he left Queen's Pier on giving up the South China Command. (Photo: Ming Yuen).



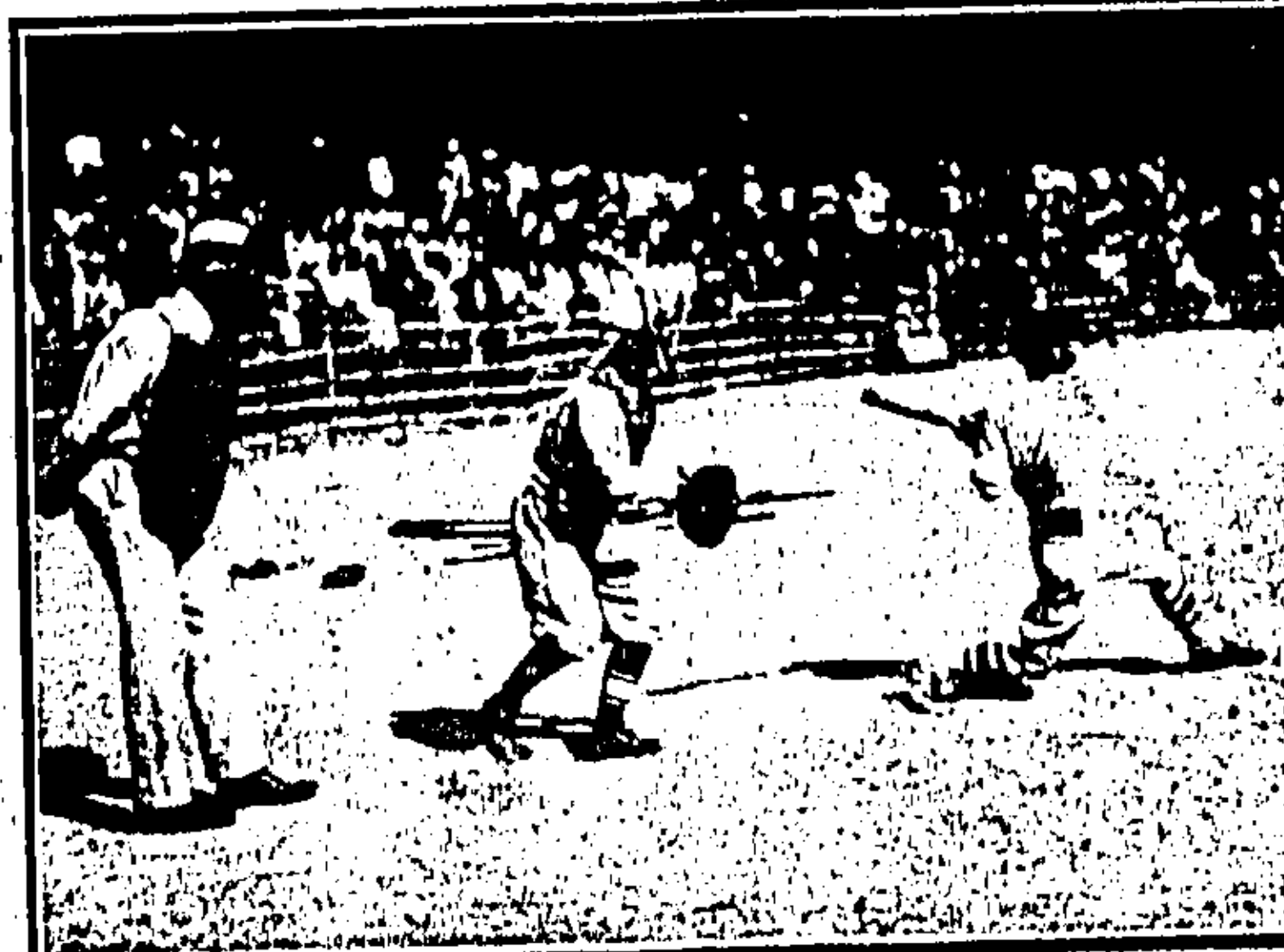
Residents of Kowloon gave a Garden Party on Wednesday of last week in honour of the Hon. Mr. J. P. Braga and the Hon. Dr. S. W. Tso, who were recently nominated by H.E. the Governor to seats on the Legislative Council.



The above two photographs, taken on Monday morning, show the extensive damage which was caused at the King Edward Hotel by the fire which broke out in the early hours of the morning. (Photos: Mee Cheung).



A busy scene of embarkation at Holt's Wharf, when the Beds. and Herts. went aboard the a.s. Dorsetshire, en route for India. (Photo: Mee Cheung).



A very fast game of baseball was seen at Happy Valley on Sunday when a team from the American Asiatic Fleet defeated a local team composed of Chinese and Filipino players. (Photo: Mee Cheung).



Just a row of gutted and blackened posts is left of what was the second floor of the King Edward Hotel. Note the collapsed portion of the floor in the lower right hand corner. (Photo: Mee Cheung).



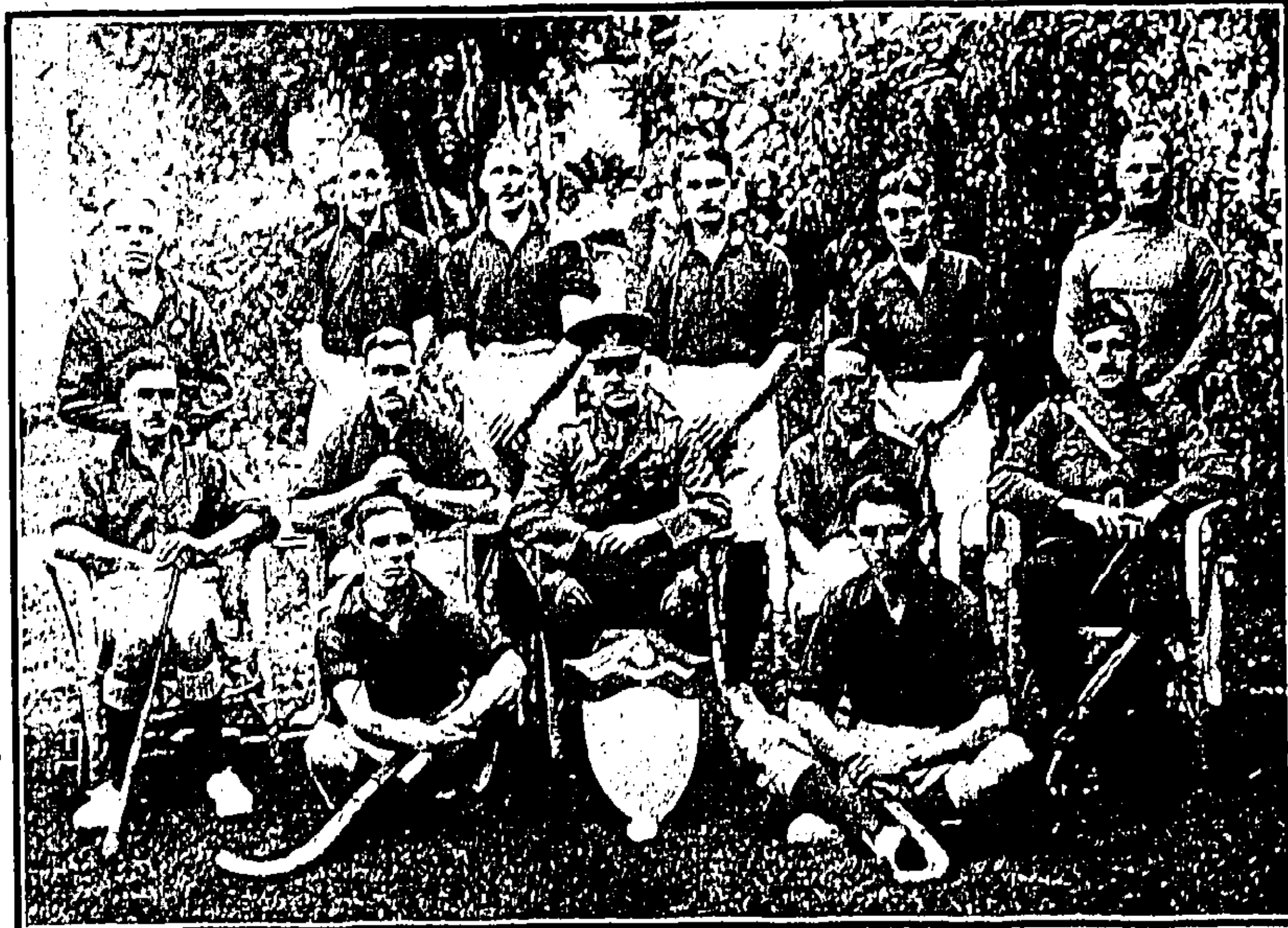
Mr. Ho Kom-tong was again among the successful owners at the Extra Race Meeting, held on Saturday. (Photo: Mee Cheung).



Major General C. C. Luard is here seen saying good-bye to Sir Shouson Chow and others on Queen's Pier on Thursday in last week. (Photo: Ming Yuen).



Dr. G. M. Harston, who on April 13th will be leaving Hongkong after an active practice in the Colony extending over 31 years.

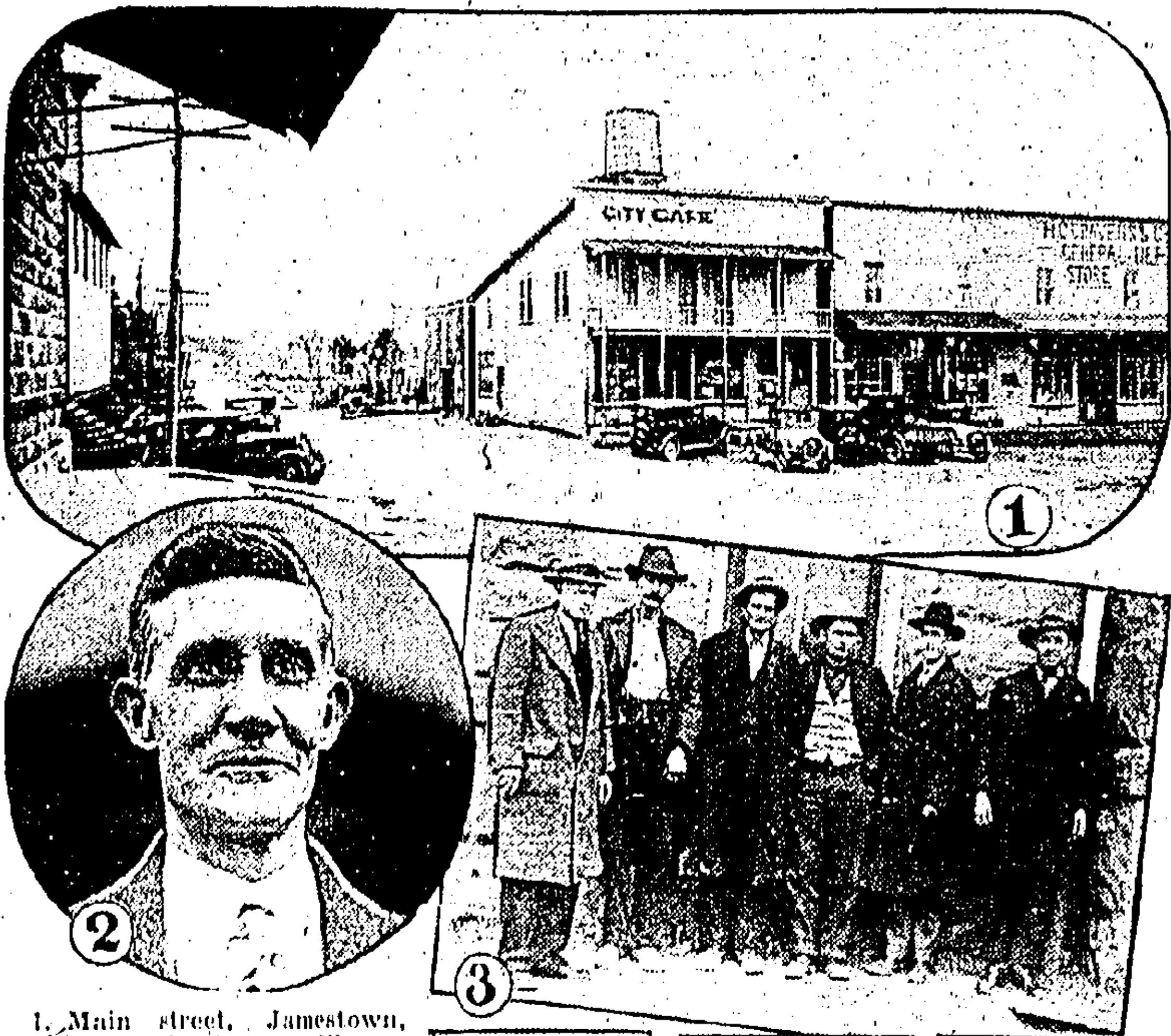


Just prior to the departure of H.E. Major General C. C. Luard, the above photograph was taken with the Army Hockey team which won the Sim Shield. Left to right, the players are: Back row—Cpl. Cane, 2/Lt. Ford, 2/Lt. Keeley, Lt. Burton, Capt. Vedder, Sergt. Dodds; Sitting—Lt. Dickinson, Major Greig, Capt. Wernicker, Capt. Dobble; Front row—Sergt. Hooper, Q.M.S. Hanscombe. (Photo: Ming Yuen).



The above flashlight photograph was taken at the Bachelors' Ball, held on Saturday night at the Craigengower Cricket Club. A very enjoyable evening was spent by members and their friends. (Photo: Mee Cheung).

A NEW EVOLUTION TRIAL. STORY OF INTOLERANCE FROM TENNESSEE.



1. Main street, Jamestown, Tenn.; 2. Professor Elmore Gentry, accused of teaching evolution; 3. The Pentecost county school board, before which the charges were filed; 4 and 5. Fred Dixon and Bart Jones, farmers and fathers of boy students, who brought the charges; 6. Sergeant Alvin York, Jamestown's most famous citizen, who showed deep interest in the case but refrained from expressing an opinion.

Jamestown, Tenn., Jan. 24.—Back in the rugged hills of Pentecost county, where Sergeant Alvin York won "shooting matches" with a turkey as the prize in the days before he shouldered a gun for Uncle Sam and marched to world fame, another Scopes case is looming.

Elmore Gentry is the chief figure in Tennessee's second evolution case.

CONTROLLING THE WEATHER.

WILL MODERN SCIENCE SUCCEED?

A booklet just issued by the Institute of Patentes contains the entry, "a means of regulating the rain supply," under the heading: "What is Wanted To-day." This idea must not be regarded as an impossibility in these days of rapid scientific progress (says R. F. Tiltman in the Daily Chronicle).

The probability of obtaining a measure of control over the elements is really not so fantastical as the suggestion appears at first glance, for the matter has received serious attention in the past few years.

Sir Oliver Lodge has referred to the matter, and declares that he does not see why we should put up with bad weather when we do not want it.

"Tapping" the Clouds. Another British scientist, Professor A. M. Low, when discussing the matter with me, definitely expressed his opinion that we shall eventually obtain a certain amount of control over local weather. He did not suggest that rain would be produced from a clear sky, but rather that we shall be able to tap the rain clouds when rain is needed. Further, he suggested that it may be possible to move rain-bearing clouds from one district to another to spread the rainfall more evenly. We may also be able to dispel fogs.

In the past few years scientists in different countries have been engaged in research with some measure of success. Perhaps one of the most promising demonstrations took place at Dayton, Ohio, when an airplane was flown above rain clouds. Electrically charged sand was strewn on the clouds, and as a direct result there was a fall of rain in each case.

HOUSE-WORK BY ELECTRICITY.

WIVES WHO WILL OPERATE SWITCHBOARD.

Switchboard wives are coming. Before long, it seems, instead of having to spend the morning doing the washing or turning out a bedroom, wives will just spend half an hour operating a switchboard, and lo! the housework will be done for the day.

Simply by pressing a button or operating a lever "futurist" wives will be able to:

- Do the week's washing.
- Cook the dinner.
- Make sausages for supper, and
- Clean the sitting-room all at once.

It is easy to see that the time is rapidly approaching when even the baby may be bathed mechanically, and by means of a simple device the beds may be made by turning a handle.

A visit to the Ironmongery, Hardware, and Domestic Appliances Exhibition, which opened recently at the Royal Agricultural Hall, provided a revelation of the latest "gadgets" for housewives.

One invention exhibited, it is claimed:

- Washes and wrings clothes.
- Cleans and sharpens knives.
- Makes ice-cream.

Mince meat. Makes sausages. Father has not been forgotten. For him was shown a garden roller, the weight of which can be altered to suit the state of the lawn, and a trouser press which can be folded up and carried about with one.

For the commercial traveller and others who are compelled to spend much of their time in hotels there is a portable door lock which they can carry about with them to ensure that their bedroom door is always securely locked.

"The hardware trade is very different to-day from what it used to be a few years ago," said Mr. H. O. D. Davies, one of the organisers of the exhibition recently.

DIET AND DISEASE.

(By Dr. D. Murray Lyon.) Cheapness and other considerations have resulted in a great increase in the consumption of bread and wheat flour generally. The older methods of milling permitted all the necessary constituents of the grain to pass into the flour. Modern methods have robbed it of certain valuable elements. The mistaken idea that the purity of a flour was proportionate to its whiteness has lessened the value of our staple food.

The resistant outer coat or bran of the grain, being indigestible, acts as roughage, and the wheat germ is rich in vitamins. Both are removed in the process of milling. There is no doubt that the almost universal tendency to constipation is largely as a result of faulty feeding, and consumption of too great quantities of white bread, pastries and sweet cakes, which leaves little or no roughage.

EX-CONVICT'S HONOUR. MAN WHO WON THE VICTORIA CROSS.

A valued old friend-retired some years ago from the C.I.D.—stopped me as I was sauntering through Fleet-street (writes Vincent Wray in the Sunday News). "Have you heard that H— is dead?" he asked, cryptically. I looked bewildered; and he hastened to explain. "One of the heroic episodes of the great war. A convict who was always something of a mystery and made good. It is a coincidence that he has passed just before Christmas, for the two greatest and brightest episodes of his eventful career are associated with Christmas Eves."

Then I understood, and recalled the story. Let me preface the narrative, however, by stating that the man "H—" when he was last sentenced and sent to Dartmoor was known as "Renton." Admittedly, that was not his real name, but he refused to divulge his identity, and declared that he sprang from good stock, had been well educated, and was anxious not to bring dishonour upon his family.

All the same, "he was a bad lot." He had swindled and robbed, and twice he had been trapped when on burgling expeditions. The police generally regarded him as hopeless, and he was openly pronounced one of the most rascally of the person-alities which appear in the rogues' gallery at Scotland Yard. He was continually in and out of prison till the dramatic happenings which I will now detail.

The chaplain at Dartmoor, despite the sinner's misdeeds, had a kind of sneaking liking for him. This may have been because of his ready surrender to irksome and unpleasant discipline, or the streak of something better than himself which was occasionally peeping out.

Anyhow, the night before his release—two days prior to Christmas—the good clergyman chatted with him. "You were meant for nicer things than you do," he said. "You claim to have been well brought up and to have had advantages which most of your fellow prisoners lack. Why don't you live up to them and make good? Give me your hand and promise that you will try."

Seal of Secrecy. There was a good deal more talk, and the convict told his kind counsellor his name—under the seal of secrecy. Later he told it to my police friend, again under the pledge of silence; and both promises have been honourably kept. I know, however, that the man was a degenerate offshoot of one of the noble families of our land.

Soon after leaving prison, Renton joined up.

But there was one thing he had absolutely forgotten—a thing that, with his experience, should have haunted his memory. He was on ticket of leave. It was his forgetfulness of this fact that led to a dramatic meeting with my police friend—and, incidentally, to the detective's breach of the regulations.

I like to visualise the scene as it was described to me by one of the chief actors.

A New Leaf. The time was more than a month after Renton's enlistment. The setting was Stamford-street. Blackfriars' memorable fog, all time as the thoroughfare in which

Nell Cream had lived and was arrested. The recruit for King and country was walking proudly down the street, when a man passed him, looked at him, then returned, and for some distance followed like a shadow. Suddenly he stopped the soldier.

"Your name is Renton," he said. "No, no. It is Mason," replied the soldier.

"But I know differently," said my detective friend, "and you are wanted for failing to report on your ticket of leave. You had better come without making any fuss."

Then came a scene surely unprecedented in the history of criminals. Renton pleaded that he should be permitted to carry on in his determination to make good. He wanted to turn over a new leaf. He wanted to fight England's foes. "Look here," he said at last, "I know you and I respect you. I suppose you have someone who is near and dear to you at the front?"

The detective nodded. He had two sons and a son-in-law out in France. But even so duty must be done.

Once more there came a sincere and passionate appeal. "I promise that I will write to you personally and will send for you when—if ever—I come back. . . ." He talked on—no one replied; he stared around, wondering. The detective had vanished.

A long time afterwards there was mentioned in dispatches the gallantry of a private who in the face of withering machine-gun fire, went to the rescue of an officer and, though himself severely wounded, staggered back to the English line bearing the insensible body of his captain. This private was the man known in the Army as Mason, known to the police as Renton.

His Visitor. He received attention at the base, but was then sent to England so that he might receive more effective treatment. He was a desperate case. It was impossible to effect a complete cure; but it was hoped that they would be able to "patch him up" in some fashion.

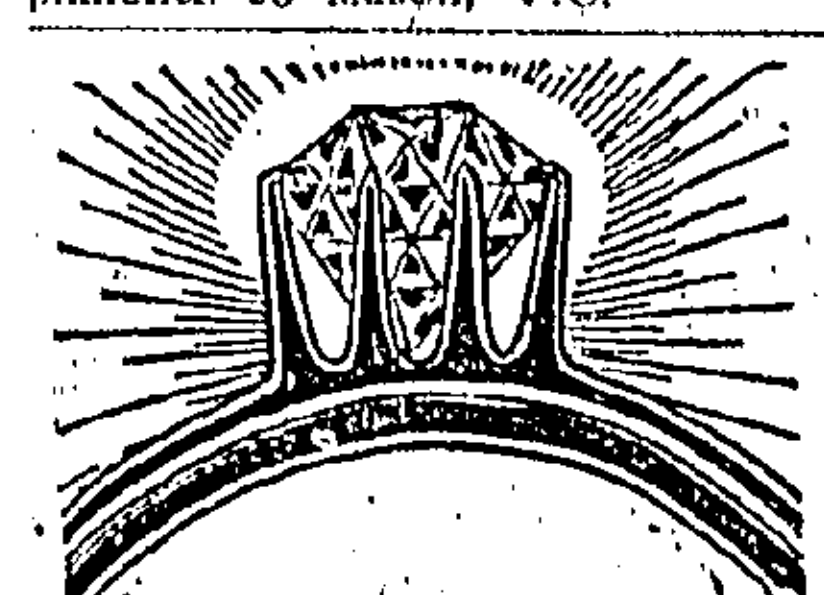
And it was in a hospital in London that the last scene I have described happened. Again it was the eve of Christmas, and the wounded soldier was lying anxious and restless on his bed. He many times inquired after the visitor he expected. The time passed on, and it was not until long after the regular hours for the admission of guests that a nurse came to him.

"Mason, your friend," has arrived," said the nurse. A tall, plainly-dressed man, carrying a bowler hat, came and stood by the bedside. There was a gentle smile on the generally stern face.

"You see I had your letter," said the visitor. "And I—I have kept my word." was the answer. "I have made good, and now I can go back to my old name—the name Renton, which I was convicted. I am ready to return to prison—though," a faint smile crossed the weary face. "I had hoped that I had finished with prison for ever. Once, when I was a youth, I heard an address to youngsters on 'What breaks, pays. That is only right. I am Renton once more. I will pay.'"

The visitor laughed lightly. "You have done well," he replied. "We at the Yard have followed your later career, shall I say with pride? Yes, that is not

saying too much. I have news for you, Mason." He had emphasis on the name. "Renton is forgotten—if, indeed, he ever existed. My dear friend, I have a message for you—the Commissioner of Police presents his compliments to Mason, V.C."



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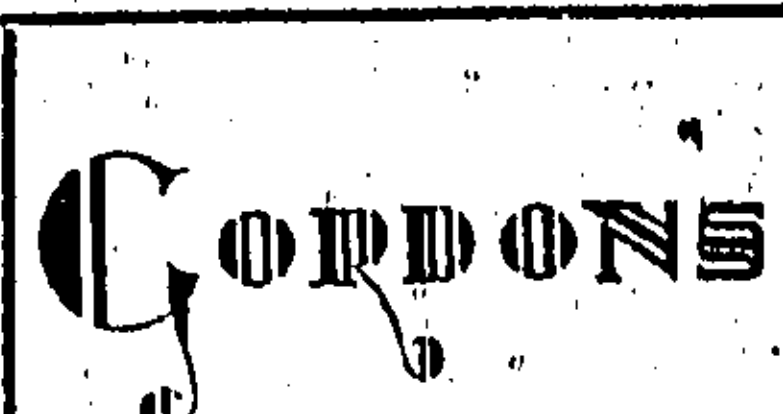
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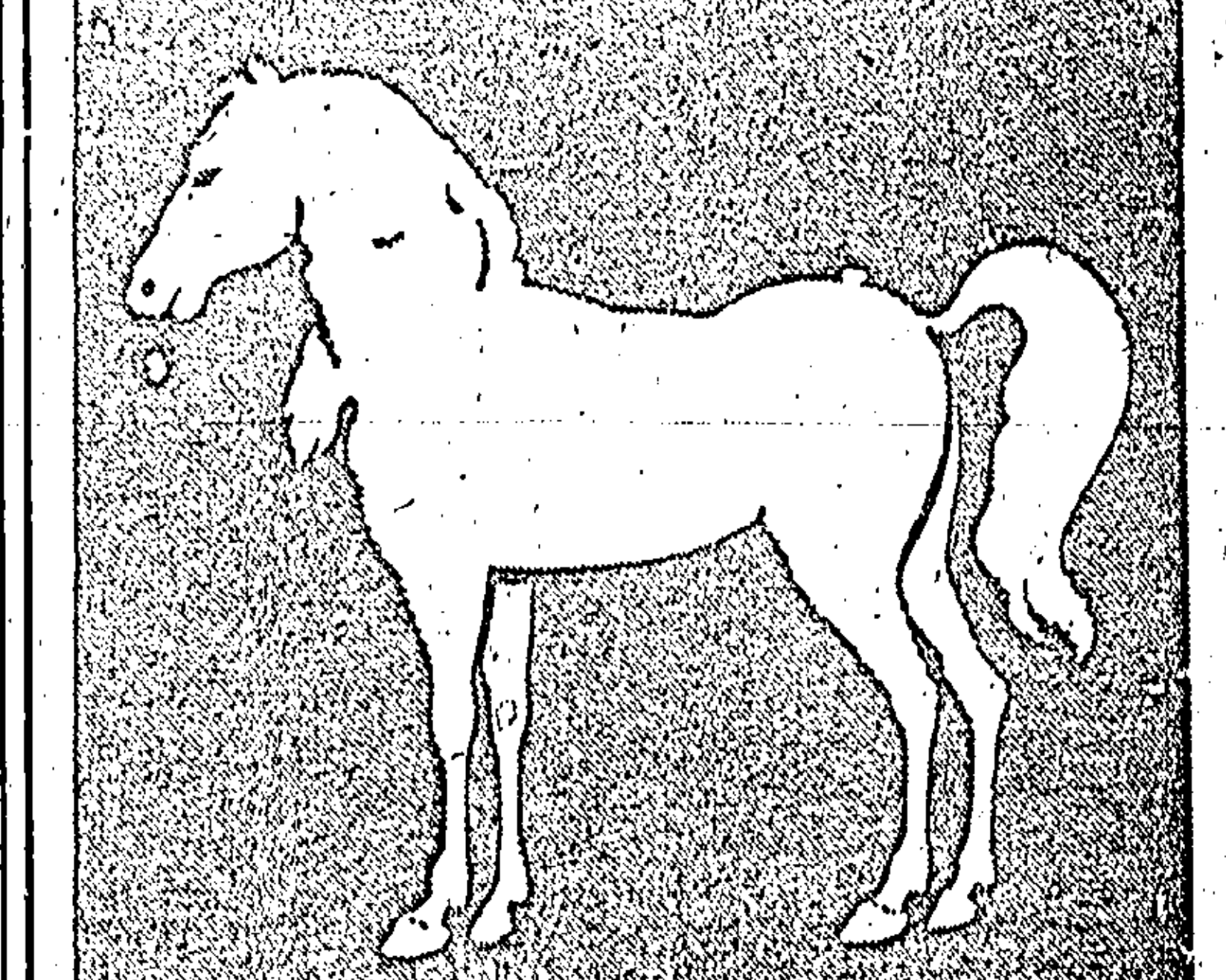
19, Wyndham Street
143, Wong Nei Chong Rd.
72, Gaine Road,
36, Nathan Road.

GLIMPSES OF NATIVE LIFE.



A roadside cobbler at Shauiwan, intent on the job in hand.—(Photo: W. Stonor)

The White Horse Cellar

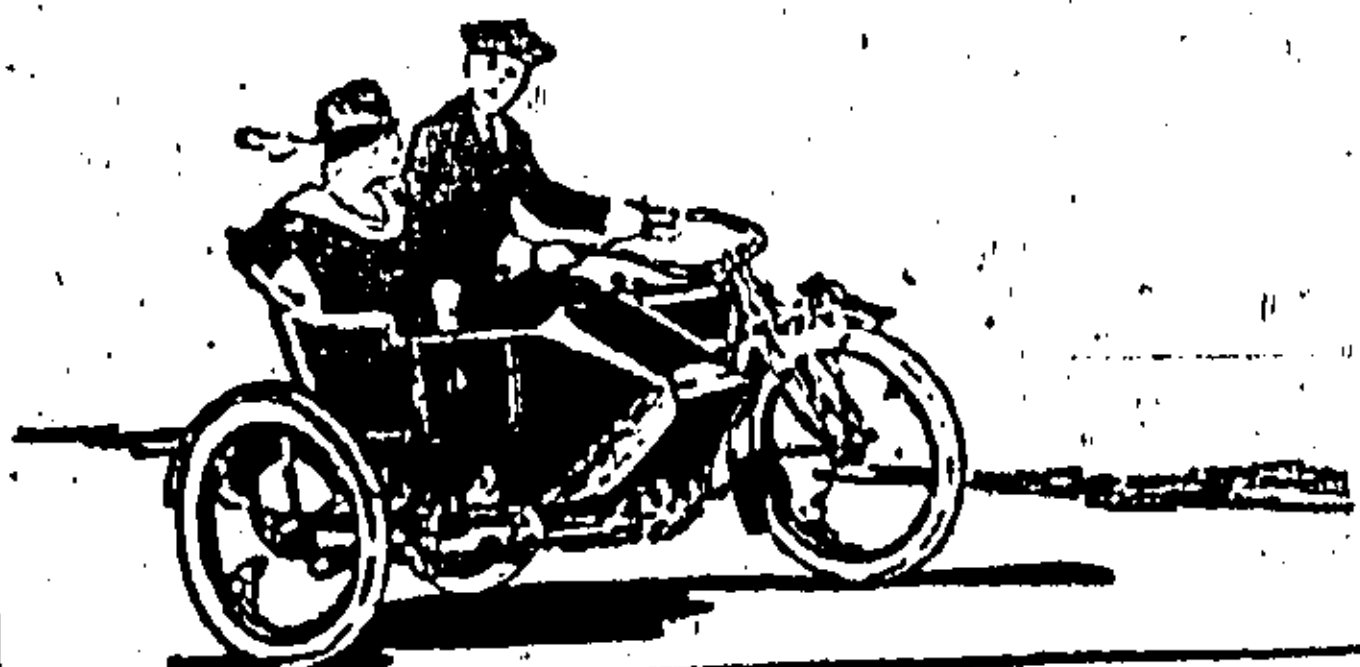


Estab. 1742

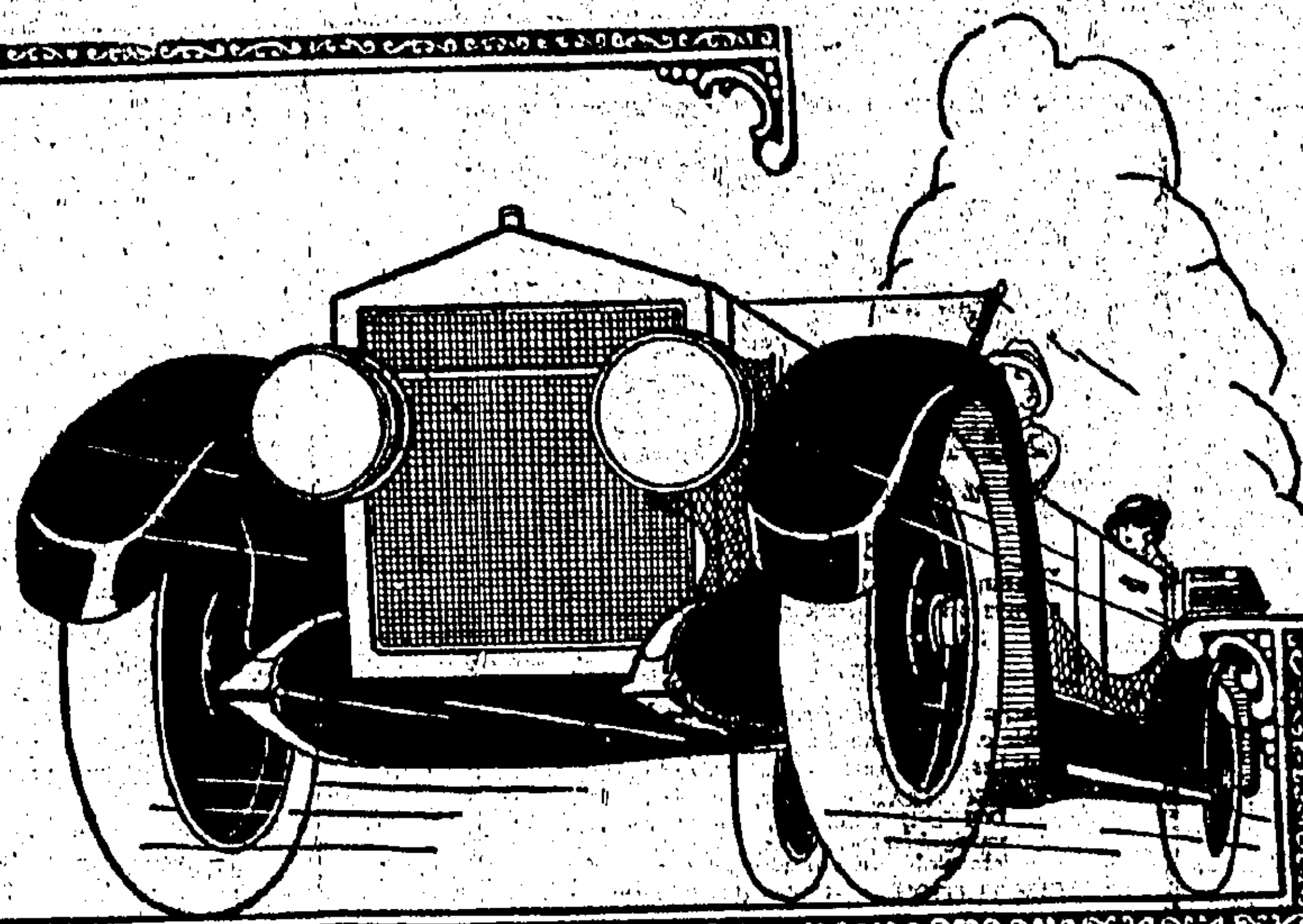
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FORE OR AFT?

Elephant Illumination.

CEYLON'S LIGHTING PROBLEM.

In Ceylon the traffic problem is the elephant.

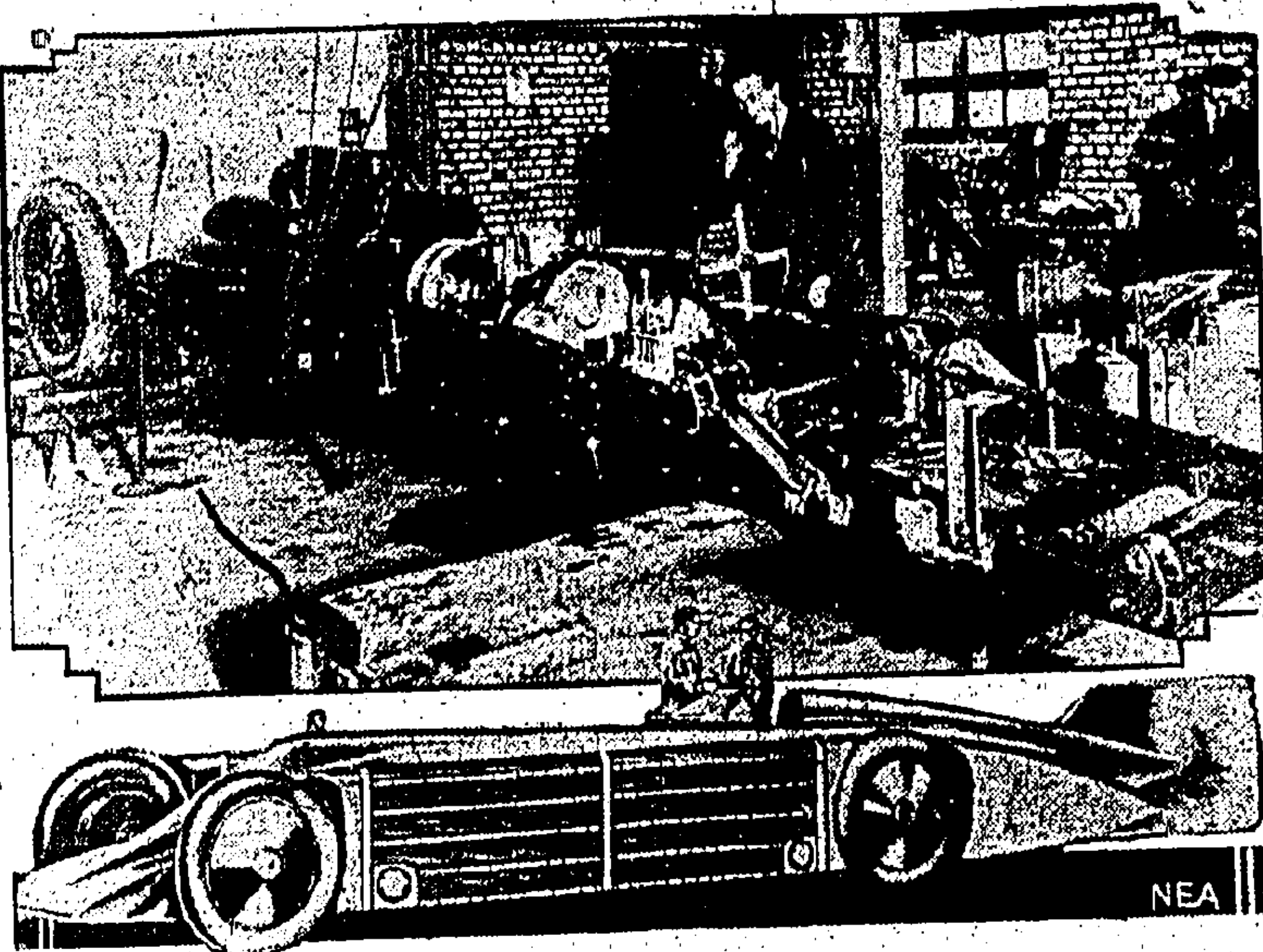
He is the 10-ton truck, the tractor, jaywalker, and road-hog all in one, and he meanders, in large numbers, at a low idling speed along the 112 miles of motor road between Colombo and Kandy, to the grave annoyance of motorists, who prefer to travel a little faster than elephant pace.

In daylight he can be observed at some distance, but after sunset his protective colouring makes him inconspicuous. Now, there is a little controversy as to how he should be illuminated. The municipal council favours a white light in front and a red one at the rear, and motorists agree. Non-motorists consider a white light on the neck would be sufficient, while the owners of the elephants—a somewhat conservative people—dislike disfiguring their pets with any kind of radiance.

PIAN NEW TUNNEL.

Plans for a tunnel under the Delaware river connecting south Philadelphia with Gloucester, N.J., have been filed with the War Department. The tunnel will be designed along lines of the Hudson river and will be about 6000 feet long. The estimated cost is around \$20,000,000.

MAJOR SEGRAVE ATTAINS SPEED OF OVER 231 M.P.H.



World-wide interest was created when Major H. O. D. Segrave announced his intention of endeavouring to create a new world's record for speed on land and sea. At the time of going to press with this Supplement, news has been received that this daring British motorist succeeded in reaching the tremendous average speed of 231.36246 miles per hour at Daytona Beach, Florida, U.S.A. on March 11th. His performance with the motor boat "Miss England" will be awaited with much interest. The above pictures show the car (which cost £18,000) in process of construction, and (below) as it appeared when finished.



CURRENT COMMENT

Segrave's Triumph.

When Major H.O.D. Segrave announced his intention of giving up speed contests, after establishing a world's record in 1927, the majority of people took him at his word, but they did not allow for the spirit of Britain's famous speed fiend. Later on, he qualified his statement to the effect that he really meant that as long as the world's speed record was held by England, he would be content to rest on his laurels. When America's representative, Mr. Ray Keech made it known that he was out to shatter the Englishman's record, Major Segrave immediately indicated that should another record be established, he would make another attempt to regain the record for England. That he has now done so in such an overwhelmingly convincing manner stamps him as the greatest speedster that the world has yet seen.

Outstanding Quality.

The fact that it has been made possible to produce a land machine capable of such a tremendous turn of speed calls for the highest possible praise for both the designer and manufacturer. The strain imposed on the more mechanical element must be enormous, and that every obstacle has been successfully surmounted provides a glowing tribute to British motor engineering.

The Tragic Sequel.

At the time of writing the above note, news of the tragic sequel had not arrived in Hongkong. The universal feeling of admiration which swept the world at the news of Segrave's success has now given way to the most sincere sympathy for the courageous American, Mr. Lee Blife, who was chosen to pilot the "Triplex" racing machine. There is no need to go into the merits or demerits of these contests, rather would we join in with the world-wide sympathy at the greatly deplored death of Segrave's contemporary.

Kowloon Traffic.

Those progressive minded citizens of the Peninsula who have endeavoured to impress upon the Government the need for early re-arrange-

ment of the traffic system at the Ferry approach, must be growing impatient at the delay in the matter. It is true that the small island has been given over to traffic needs, and although that is a step in the right direction, the main job of complete reorganisation has yet to be started. It cannot be denied that the problem really is acute, and that it becomes increasingly so with the gradual growth of vehicular traffic.

Adding Confusion.

The erection of the building for the use of the Revenue Department near the entrance to the Godown and Wharves cannot be said to improve matters, rather it has had the effect of increasing the confusion. Valuable parking space has been taken up with the result that it is not uncommon to see cars actually parked on the pavement near the shop at the corner of the Canton Road. It is to be assumed that one or other of the prepared schemes will be put into effect, but the undue delay is distinctly disappointing.

Those Trees.

We have previously referred to the danger caused by the trees which line the roadway past the Craigengower Club, and we make no excuse for again drawing attention to the matter. There are times when appearances must be sacrificed in the interest of public safety, and although a tree-lined thoroughfare adds beauty to a locality, that aspect cannot be considered for a moment when danger is caused. The one solution to the matter is to remove the trees, but if that is not to be done, a measure of safety would be created by whitewashing them where they protrude out on to the roadway. Another tree which should have been removed long ago flourishes to the danger of motorists outside the Helena May Institute.

Andrew Harper Building.

In last week's Supplement, we published a picture of the building which serves as the Ford Headquarters in the Colony. The heading "Up-To-Date Ford Establishment in Kowloon" appears to have been misunderstood. The building is the property of Mr. A. Harper,

and is known as the "Andrew Harper Building."

Absurd Restrictions.

We understand that the Public Works Department declines to grant residents the necessary permission to erect private garages adjoining their residences on certain parts of the Peak. This attitude is naturally causing annoyance, especially when an owner-driver has received authority from the Traffic Department to use a road not ordinarily open to motor traffic. The garage problem confronts every owner in the Colony, and there appears to be no reasonable objection to owners erecting their own garages whenever possible. Hongkong suffers from far too much red-tape, and a little more consideration should be shown to residents who ask for the most trifling favours. It is difficult to understand the attitude which forbids a citizen providing shelter for his car! Such a ruling makes it natural that those affected should point to the garaging facilities provided for Government Servants.

Licences.

We understand that when licences are renewed in July next, the Traffic Department will introduce the disc system, as used at Home, where this method has been found of the greatest assistance in checking licences, and it is expected that it will prove equally helpful here. The Traffic Dept. will provide the licence in the circular form, but owners of vehicles will be required to provide the fitting to hold it, which must be affixed on the near side.

Another Regulation.

Another Regulation which will come into force on the same date makes it necessary for all left-hand drive motor vehicles to be equipped with a mechanical signalling device. This is, of course, most necessary, although we think that some guide should be given as to the type which will be approved, and further, where such device may be obtained. This latter remark also applies to the licence holders, because although a Regulation may state that a certain fitting has to be attached to cars on a certain date, unless that fitting is available, the motorist is placed in a rather unfair position.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association.

TRIPLEX ON THE NEW FORDS.

Greater Passenger Safety Secured.

When the new Model A Ford car was being designed, one of the factors which was given most careful attention was that of building into the car every possible safeguard against accidents.

One of the most striking discoveries in the analysis of automobile accidents was that 65 per cent. of all the injuries resulting from motor car accidents were being caused by flying glass. The analysis also showed that in the great majority of cases the dangerous pieces of glass came from the windshield of the car.

So Henry Ford and his staff decided that the windshields of the new Model A Fords should be of shatterproof glass, and the Ford Motor Co. installed its own glass plants to make Triplex, shatterproof glass.

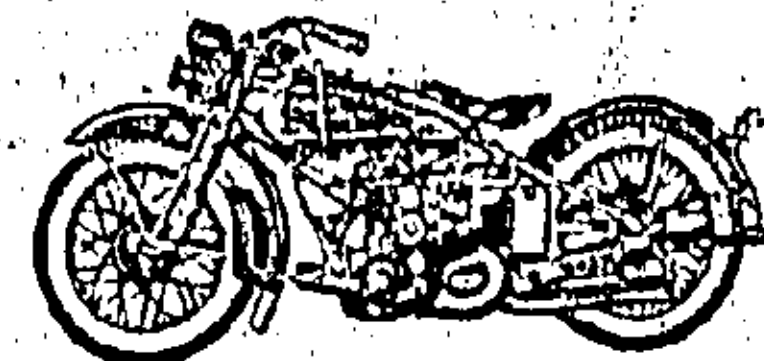
NO TRAFFIC JAMS.

There are only 22,500 motor vehicles in Russia, or one to every 6,200 inhabitants. Only one nation has a lower motor census; that is China, where the streets are built for rickshaws.

H. C. Shrubsole, Esq.
Mrs. D. Manners.
C. J. Woodhouse, Esq.
H. J. Paterson, Esq.
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T. N. Thicknesse, Esq.
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DUE HERE SOON.

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(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

QUALITY
lubrication for your car
—based upon proved
engineering skill.

To get the best lubricating oil for your automobile engine you must (1) obtain oil of exceptional lubricating value, and (2) make sure through engineering study that the body and character of that oil are scientifically correct for your engine.

As the world's oldest and largest specialists in lubrication, the Vacuum Oil Company points to one forward step after another which has given motorists better lubrication.

In the early years of the automobile we were first to specify a correct oil to meet the lubricating needs of each individual car.

In recent years we were first to provide an added lubricating margin of safety against today's high speed, high compression, high temperature operating conditions.

And during all the years, we have kept first in importance the quality standards that have made Mobil the world's quality oil.

That is why Mobil is the most asked-for oil among motorists everywhere. You, too, will always be sure with

The World Quality Oil

Mobil

VACUUM OIL COMPANY.

Homeward Bound Motorists

OUR BUY BACK GUARANTEE
MAKES MOTORING TROUBLE FREE

NEW CARS
We supply ANY MAKE of new car and always have in stock a good selection of all the most popular models.

USED CARS
A large number of thoroughly sound and reliable cars not more than a year old await your inspection and trial at our GARAGE.

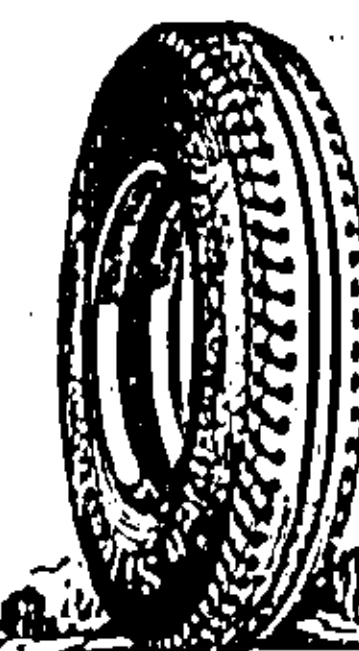
REGISTRATIONS, INSURANCES, DRIVING LICENCES, etc., are all arranged for you and the car you select immediately awaits you ready to drive away.

FREE TUITION DEFERRED PAYMENTS.

Full particulars from:
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14-15 COCKSPUR ST. LONDON S.W.1
ORIGINATORS OF THE BUY BACK GUARANTEE
or from our LOCAL REPRESENTATIVE
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A mighty tough test of Goodrich Silvertowns



Goodrich Silvertowns

"Best in the long run"

Public buses can show you the facts about Goodrich Silvertowns. They give—
—added mileage, yielding more deliveries from a single set of tires
—continuous mileage, freed from trouble, which gets deliveries to customers on time

sturdy mileage, caring little for rough going and heavy loads.

SOLE AGENTS:

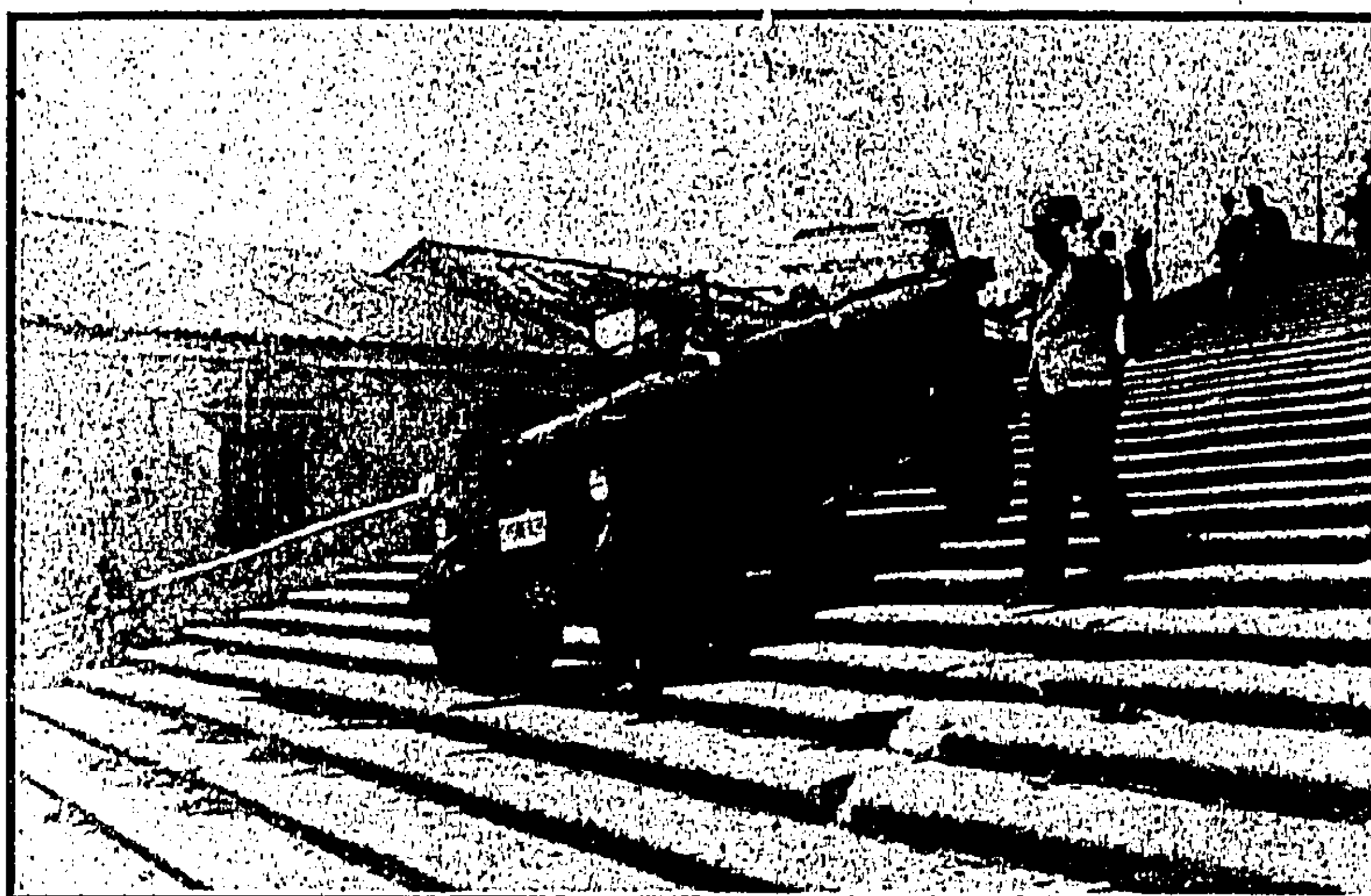
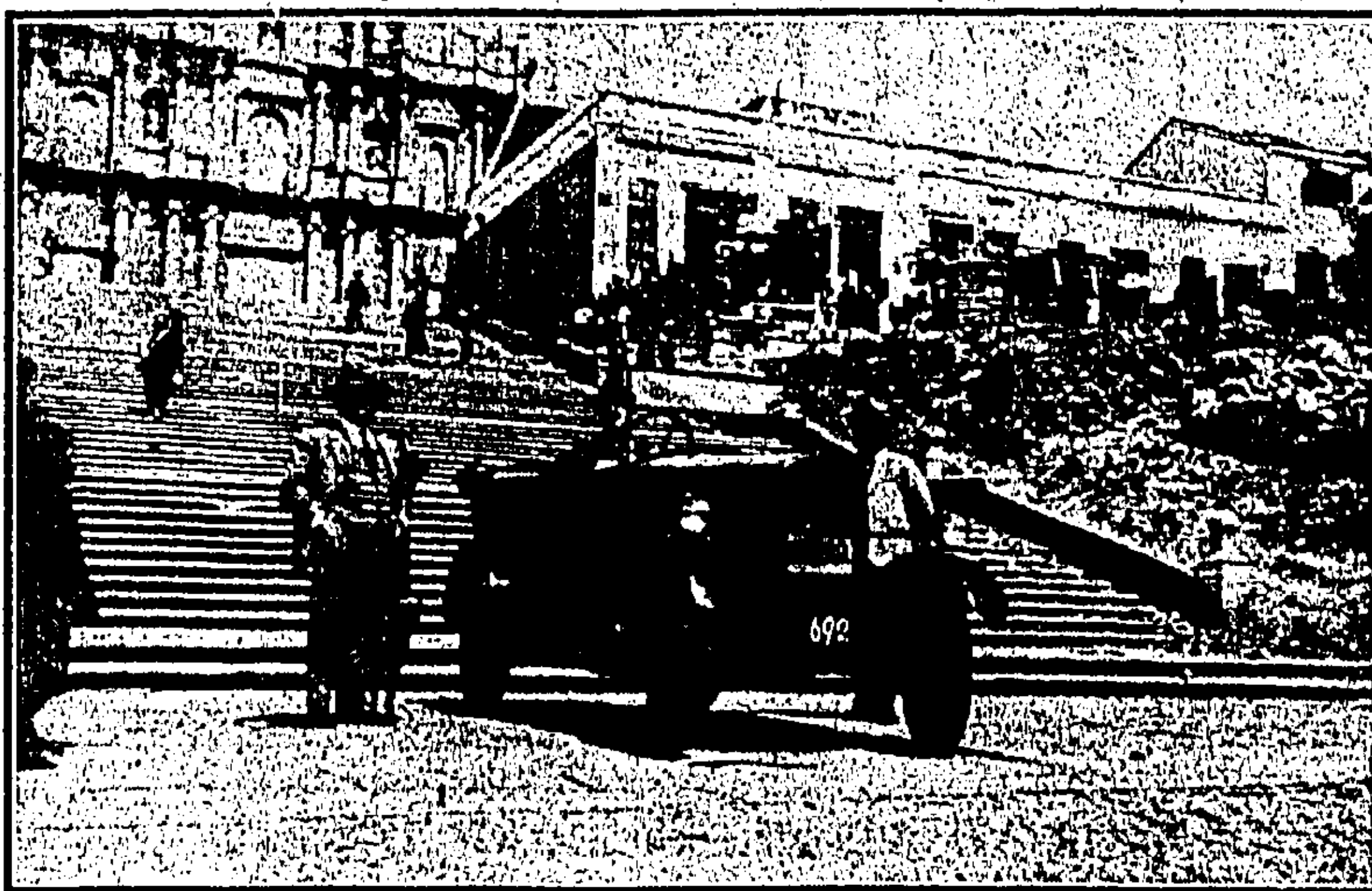
UNIVERSAL MOTOR & SUPPLY CO

22, Queen's Road, Central.

Phone C. 4915.

All sorts of Automotive Accessories also in stock.

TROJAN CARS SHOW THEIR METTLE AT MACAO.



On Thursday, March 7th, an interesting demonstration of the sturdiness of the popular little Trojan cars, was given at Macao, before representatives of the Army, Public Works, and the Postmaster-General. Mr. A. J. Allison, of Messrs. Lane, Crawford's Motor Dept. was the demonstrator, and among other tests, drove the car up and down the flight of steps in front of the famous ruins of St. Paul's Cathedral. The model used was a standard four-passenger, equipped with solid tires, and the most favourable comment was forthcoming as a result of the demonstrations. Trojan cars, are built by the well-known Leyland factory, and they have won an enviable reputation in all parts of the world on account of their rugged construction and excellent performance.

ANOTHER SAFETY RULE.

For safety's sake a horn should be in such a condition that it will respond at a mere touch of the button.

MOTOR CYCLE OR SMALL CAR.

The Former an Entirely Different Machine.

STARTING FROM COLD.

The prophets are telling us that we are going to see during the coming season a great battle for popular choice between the baby car and the motor-cycle; it is, we are told, to be a fight to the finish writes Mr. Kenneth Fraser. No doubt there will be efforts on the part of the manufacturers of baby cars to capture customers from the ranks of motor-cycling; a certain amount of effort, in fact, goes on now and has been going on for some years. But that there should be any fierce "battle" seems to savour of exaggeration, of an attempt to frighten possible motor-cycle buyers into the small car market.

What those who are not closely in touch with motor-cycling invariably fail to realize is that motor-cycling contains vastly different elements in it. At one end are those who are at heart really car folk. They may own a combination because they seek economy or because they have no room or are looking to the day when they shall own a four-wheeler.

Border-line Cases. There are many hundreds of people in this category, and being border-line cases, with strong leaning towards the car, they are the people who will be captured by a small car salesman's efforts. On the other hand there are still thousands of people who have no desire for a four-wheeler; they know and appreciate the combination and the solo machine, and they do not—as so many suppose—use motor-cycles as a sort of substitute for the car, with an air of envy, always wishing they could scrap their mounts and buy a car. Thousands have no desire for anything but the motor-cycle, and would probably sell a small car if it were given to them as a present. Motor-cycling is not a substitute; it is the beloved sport and recreation of a vast section of the public, and will not be killed by the cheapest car.

I have been somewhat taken to task for a few remarks a short while ago on the apparent great falling off of motor-cyclists during the winter months, but one rider, while agreeing in the main with my words, suggests that there are fewer idle car outfits on the road during the winter, owing to the fact that sidecar passengers suffer from cold.

There is something in this, for apart from the fact that one does not move a single muscle for hours on end, in sidecar there is also the absence of anything to fill one's thoughts and remove them from concentration on one's feeling of intense cold. Starting from Cold. A good deal of this may be due to the fact that some wind-screens have either no celluloid windows at all through which the passenger can look forward on to the road or have windows that have become practically opaque. Therefore, it seems a good thing to add to one's arrangements for the sidecar passenger's comfort in the way of rugs, hot bottles, thermos flasks, etc., by making sure that he or she can see the road ahead. Having something to look at and being able to take interest in their surroundings will prevent them at all events from thinking of nothing but how cold they feel.

A good hardy annual is "starting from cold." Possibly more words have been written on this subject than any other in the whole art of riding a motor-cycle. If there were some nostrum or formula that would clear away the difficulty often experienced in getting a start in nippy weather, it would make a fortune for the inventor. There is not, but one can suggest that it is not the best of things to flood the carburettor and set it on fire. This has been done; it is done on occasion; but it is not to be recommended. The dangers are too obvious. A duster soaked in hot water and wrapped round the carburettor is a safer scheme to follow; but several applications will be necessary, as the heat radiates away very swiftly, especially when it comes into contact with cold metal.

SHARING PROFITS.

Firestone Staff's Co-Operation.

A PAYING SYSTEM.

Encouraging employees to own stock in the company employing them seems to be working out in a manner very satisfactory to all concerned in every industry where the plan has been tried.

Perhaps the most outstanding example of employees owning stock in their company, at least on such a vast scale, is at the Firestone factories in Akron. Each of the 14,000 employees is a stockholder.

Firestone company officials state that employee ownership of stock is one of the best moves the company ever made for personal efficiency.

Although naturally every effort has always been made to keep the quality high, the best results cannot be obtained without the active co-operation of the workers. Once they become part owners of the business and realize that poor work cuts down profits, there is a surprising change in their attitude toward their work. Waste is watched very carefully and poor workmanship is taboo.

In sharing the earnings of an industry with its workers, modern management is simply proving its efficiency, too. They have found a way to get people to really put their best efforts into all they do.

EXPENSIVE MOVE.

Fully half the buildings in Paris would have to be moved if streets were to be widened to the width they should be to accommodate the city's traffic, Police Perfect M. Jean Chippie believes.

JANUARY RECORDS.

Highlights of Chrysler.

Chrysler set out on the new year holding third rank in dollar sales among members of the National Automobile Chamber of Commerce. Sales of cars in 1927 were 192,083 as compared with 170,392, for the year previous. Net profits for 1927 were more than 6 times those for 1924 the company's first year. Export business in 1927 constituted 14.66% of the total volume.

Chrysler made at beginning of the year 1928, the widest range of products offered by any individual motor car manufacturer. Forty body types, including 15 custom-built creations, on 4 different chassis.

Plant equipment of the Chrysler Corporation, at the first of the year, comprised 12 units in the United States and Canada. Factories:—Highland Park, producing "52" and "62" models capacity approximately 1,000 cars daily;—Jefferson Avenue, Detroit, building Imperial "30" and "72" models;—Kercheval Avenue, Detroit, body manufacturing;—New Castle, Indiana, forging and machining;—Daytona, Ohio, service parts depot. In addition, Chrysler interests were being forwarded by the Societe Anonyme Chrysler, Belgium, and the Chrysler Company M.B.H. Germany.

Lower prices \$50 to \$100 on "52" and "62" models, January 10. During the week following the reduction, more retail orders in Detroit and New York than for the entire month of January the year before.

Chrysler gained all speed and distance records for Australia.

One GILLET entered. ONE GOLD MEDAL.

Some SUCCESSES obtained in 1928 by Mr. CLARK an amateur with his GILLET 500c.c. two port

LONDON-EXETER

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Holders of 32 WORLD'S RECORDS

Sole Agent:

THE FRENCH MOTOR CYCLE Co.

46, Nathan Road, KOWLOON.

THE MOTOR UNION

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Incorporated in England
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GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H. K. A. A.

LOCAL AGENTS.

THE UNION TRADING Co., Ltd

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RIDE CONTENTEDLY ON MICHELINS

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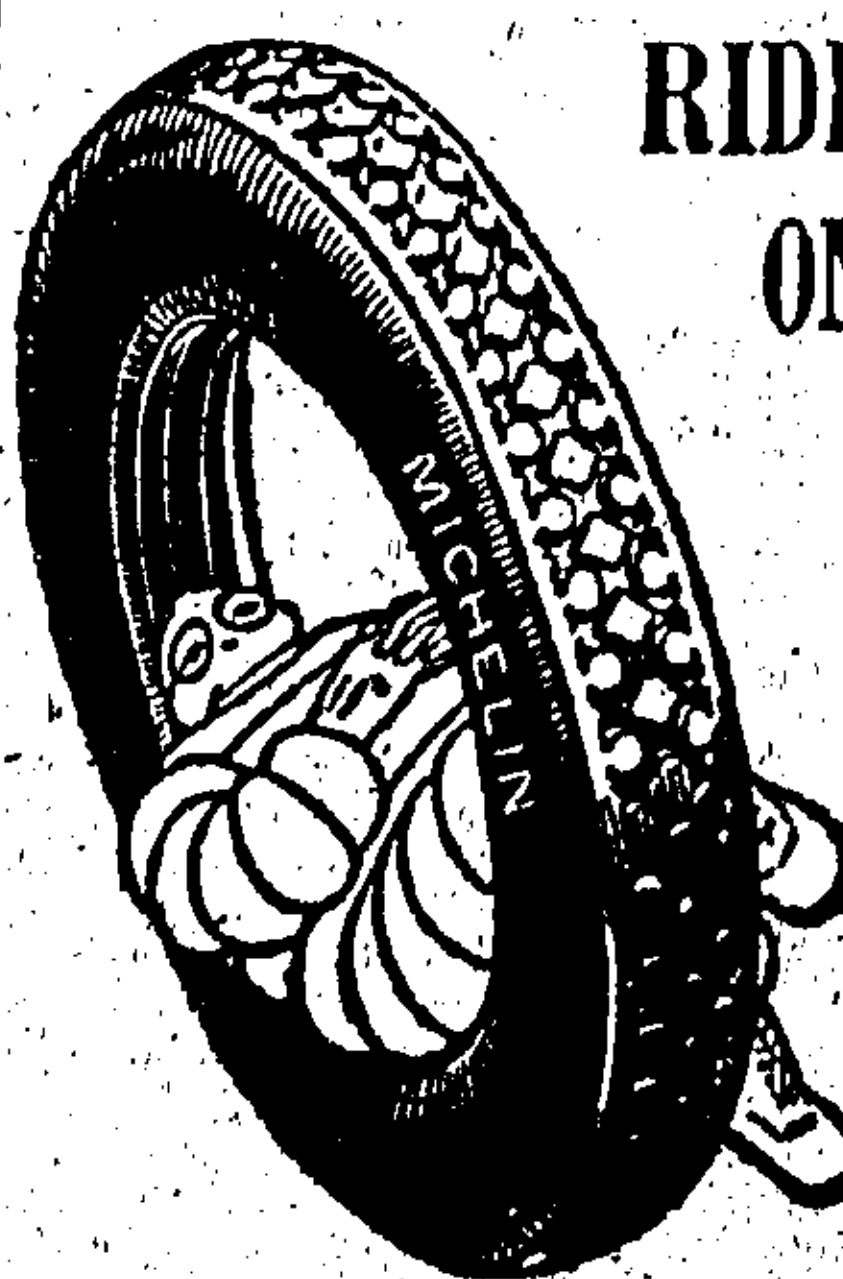
4th Floor,
China Building.

Depot

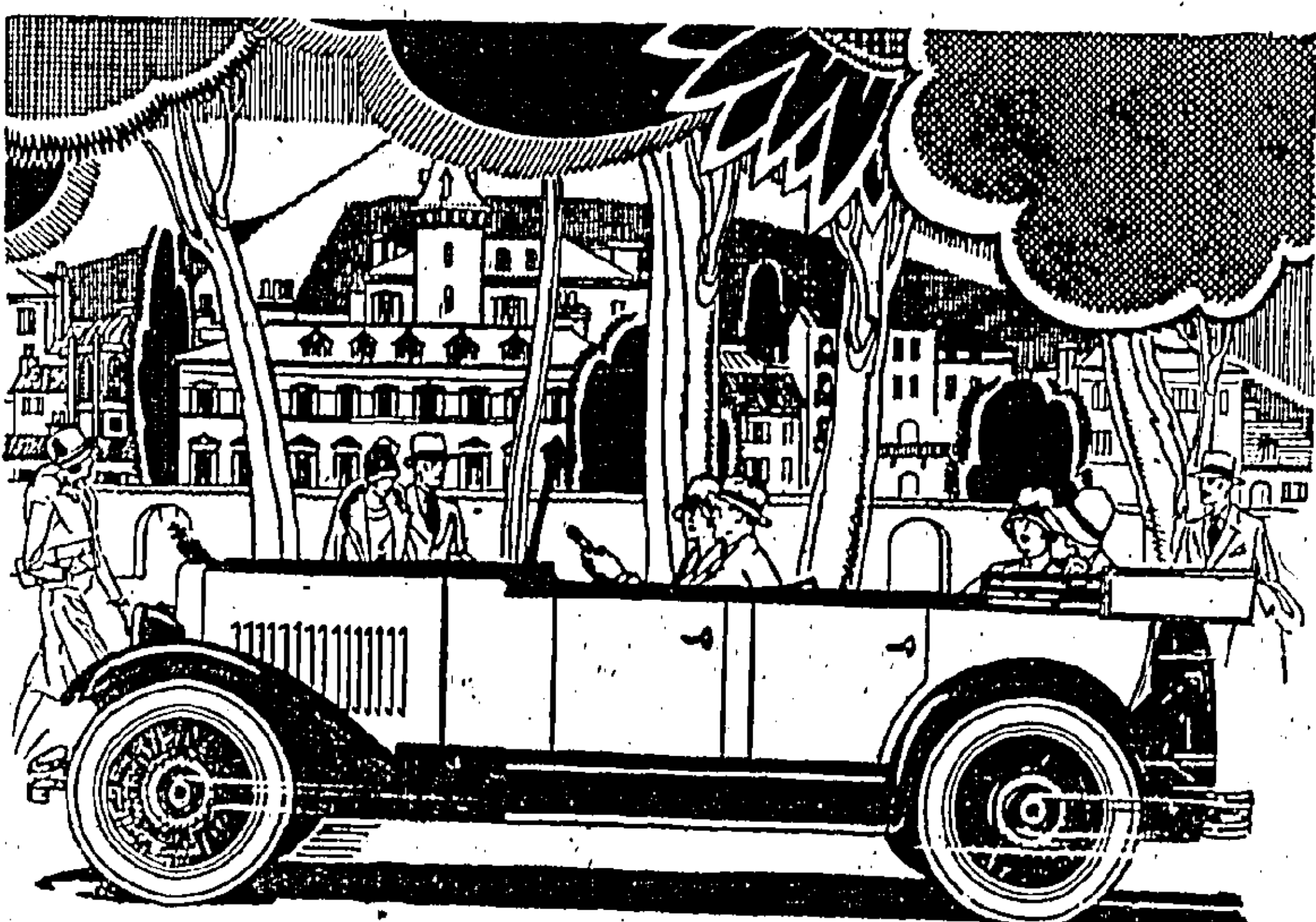
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MICHELIN



STYLED for BOULEVARDS ... POWERED for TRAILS

YOU must make your own tests to fully appreciate the capabilities of Studebaker's new Erskine Six Tourer. In official tests, sedans and coupes of this new Erskine Six averaged more than 54 miles per hour for 24 continuous hours!

The more powerful 6-cylinder engine in Studebaker's new Erskine Six laughs at hills and heavy going. Abundant power permits smooth top gear performance in congested traffic—

easy acceleration. Advanced engineering enables Studebaker to offer greater economy of petrol and lubricant combined with greater ability. Balloon tyres and shock absorbers give luxurious riding comfort.

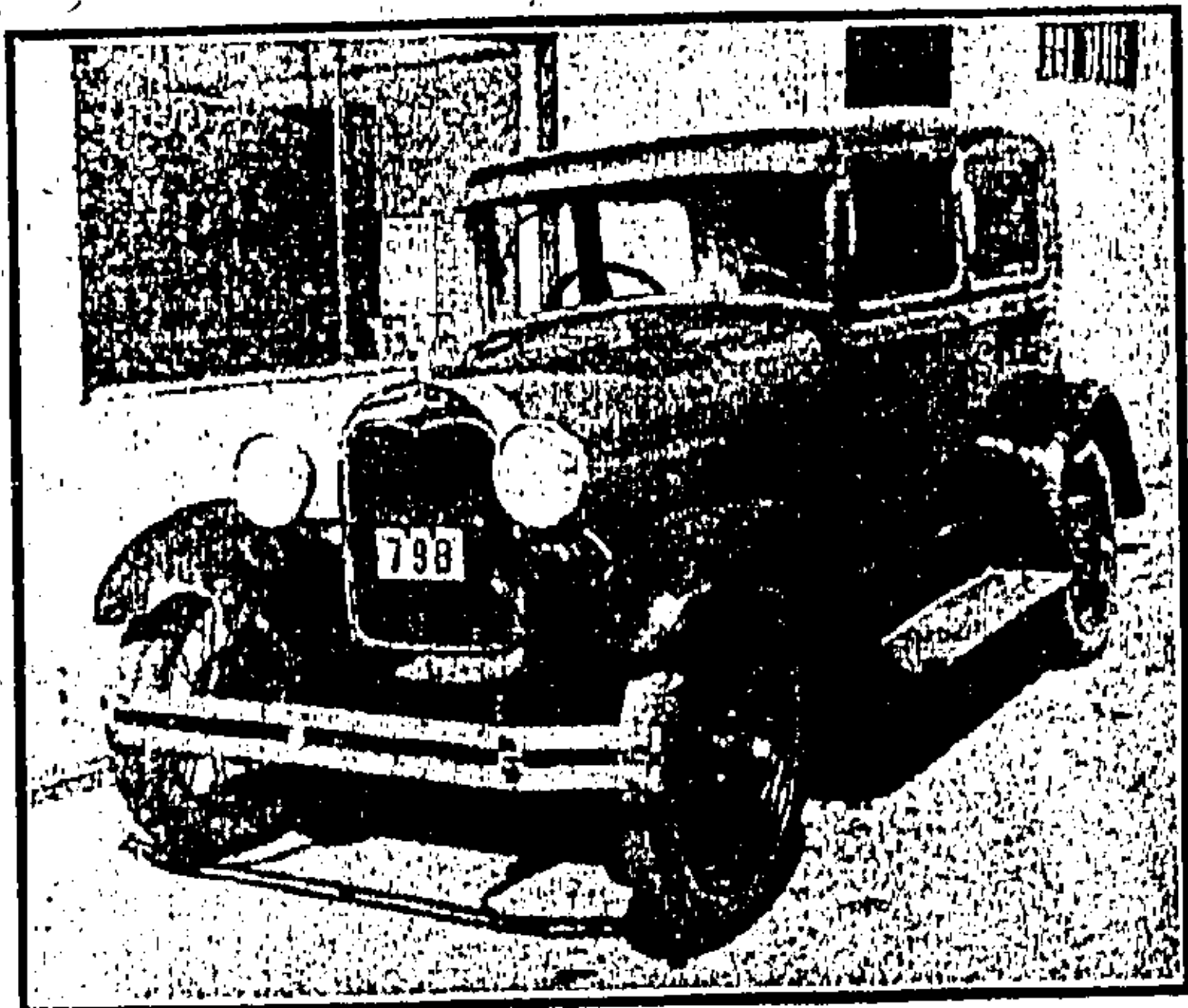
See this low-slung five-seater body, with its grey cellulose colours, hand polished to perfection. The more you know of automobiles, the more you will thrill to this new Erskine Six Tourer. Judge this Studebaker value here today.

HONGKONG HOTEL GARAGE

STUDEBAKER'S

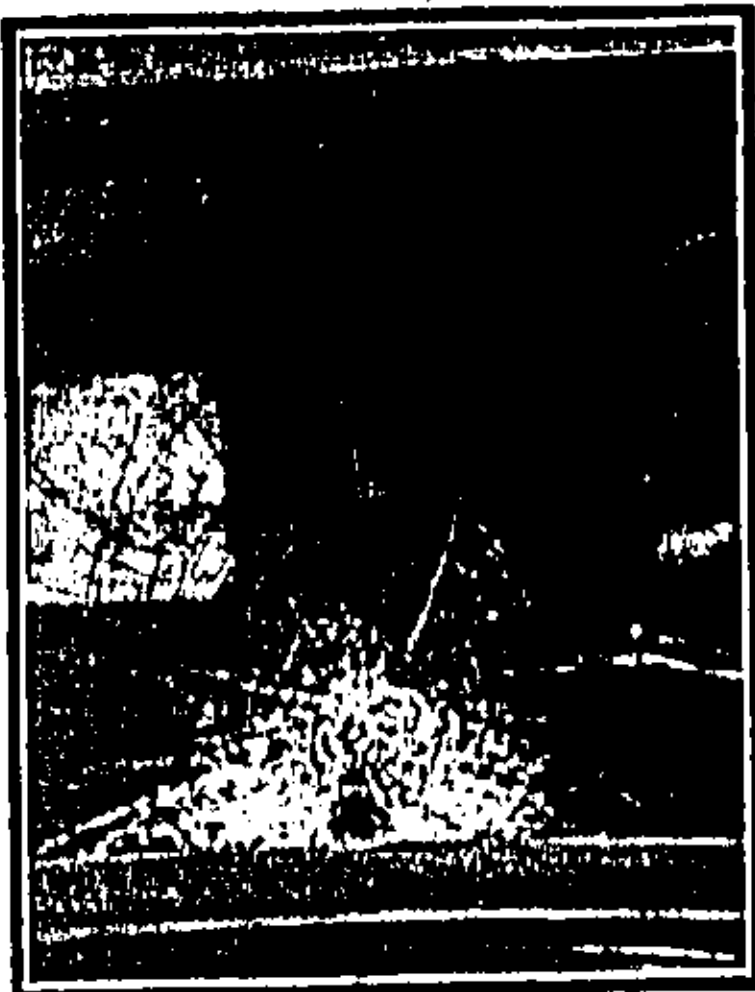
ERSKINE SIX

ACCIDENT SHOWS VALUE OF 'TRIPLEX'



A cyclist recently collided with a Ford car owned by a local resident, the impact being so great that his head came in contact with the windscreen.

Although the force of the blow was severe, the glass did not break, thereby preventing serious injury to either the car owner or cyclist. The top picture shows the car, and the lower gives a close-up of the "starred" glass. "Triplex" is a feature of the new Fords.



A. A. ACTIVITY.

Motorists and Private Bills.

VARIED LEGISLATION.

A notable feature of the present session of Parliament is the large number of Private Bills introduced by Local Authorities and private concerns.

Over a hundred of these Bills, containing a wide variety of proposals materially affecting the interests of motor owners, have been carefully considered by the Automobile Association.

Among the proposals which have been investigated are (a) charges for parking on the public highway, (b) prohibition of vehicles taking in petrol whilst standing on the highway, (c) extra charges for water used in washing cars, (d) restrictions on the passing of stationary motor cars, (e) no petrol pumps to be erected beside any county road without authority of County Council, (f) motorists required to construct paved crossings over footways at entrances to private garages, (g) railway level crossings, (h) ferry charges, (i) tolls on roads, (j) application of hackney carriage by-laws to motor vehicles plying from private premises, etc.

In conjunction with the Motor Legislation Committee every Bill has been scrutinised by the Automobile Association, and whilst in some cases negotiations with the promoters are in progress, in others arrangements have been

MORE CAPITAL.

Fiat Extends Plant.

FINANCING NEW SIXES.

The Fiat Company, biggest of all Italy's industrial undertakings, and one of Europe's greatest engineering firms, has increased its capital to 400,000,000 lire—largely to finance extensions rendered necessary in production of the latest two Fiat Sixes. Of these, the medium six, model 520, already has reached Sydney. The other and bigger six, model 525, has just been shown for the first time at the Paris Salon. It is not expected in Sydney until next year.

The Fiat factory now is one of the most complete in the world. Locomotives, agricultural implements, aeroplanes, small arms and heavier munitions for the Italian Army, are produced there in addition to motor cars, lorries and tractors. And a special branch is maintained to carry on the manufacture of spare parts for old models now out of production.

Tested On Road. A special feature of Fiat organisation is the supervision of all assembling. Every engine, after passing an exacting dynamometer test, is tried on the company's famous roof track—banked for high speed and wide enough to take eight cars abreast. Here the cars are run under full normal load, and after that, they are tested under ordinary road conditions.

made for the strongest opposition before the Parliamentary Committee to any proposals inimical to the interests of motorists.

THE RACING CAR.

Has It a Limit?

250 MILES PROBABLE.

How fast can an automobile go? This question, it is believed by General Motors engineers, will never be definitely answered. For all practical purposes the automobile's speed has been developed far enough, but in the opinion of the automotive engineers there is really no limit to the speed of a motor car under proper conditions.

When Ray Keech, holder of the world's automobile speed record, pushed the mark up to 207.55 miles an hour with the famous Triplex at Daytona Beach, Florida, passing the amazing record of 206.95 set by Captain Malcolm Campbell, he caused only a slight flurry of excitement in the motor world. Automotive experts never get excited over a broken speed record, because they know it will soon be surpassed.

The theoretically highest speed of a racing automobile is its velocity under certain perfect conditions, according to the experts. The nerves and skill of the driver, the conditions of the course, and the atmospheric conditions must be at their best. The motor must function perfectly and every part of the car must stand up under the strain of extreme mechanically induced velocities. The course too must be long enough to permit the car to have reached its highest velocity at the time it enters on its timed mile.

The theoretically fastest car is one which has the most powerful engine that could be built and is so designed that the atmospheric resistance which it encounters by reason of its terrific velocity has been reduced to the lowest theoretical minimum. In addition it must be so designed that it will hold to the course.

Huge Speed One Way.

It is the opinion of designers of racing cars that a speed of 250 miles a hour will some day be attained. Some of them say the speed will climb to 300 miles per hour and there are those who believe that somebody will build a car of limitless speed. The latter group believes that there is no limit if the power can be increased and wind resistance reduced. Those are the two factors that limit the speed of the motor car, they contend. They do not mean that there will be a car without actual speed limit—that there is no deadline in the rate of automobile velocity. They mean that there is no apparent limit and that speed records will continue to be broken at infinitum.

When Captain Campbell hung up his record of 206.95 miles per hour, it was believed that his record would stand indefinitely. Yet, a few weeks later, young Keech came along with a new record. The latter now receives 1,000 pounds a year as long as he keeps the title of "speed king," this amount being the award offered by Sir Charles Wakefield, noted English patron of sports. How long will Keech continue to receive the honorarium?

Technometer Readings.

One of the difficulties in the speed tests of the racing car is in timing the car when it is making its best mile. Since the relative speed of a car is affected by the direction and velocity of the wind, the racing rules require that the run be made in both directions and that an average be struck. Captain Campbell attained a speed of a fraction more than 217 miles an hour with the wind and he was quoted afterwards as having stated that there was still 20 miles above that speed in his racer.

The estimates of drivers as to their speeds are based on their technometer readings which give the per minute revolution of the motor. These are interpreted in terms of the gear ratio to estimate the speed of the car. They are not accurate but are the best means available for estimating the speed of the untimed car. One reason these estimates cannot be taken as accurate is that there is no way of estimating the tyre slip.

The four outstanding racing cars developed in recent years were: Major Segrave's Mystery S, which made 203.79 miles an hour in March 1927; Captain Campbell's Bluebird, Frank Lockhart's Black Hawk and the Triplex driven by Keech. All of these racers differed in design and construction, but all were built with just one thing ultimately in view—speed.

NEW TYRE.

Goodyear "Double Eagle."

After a year of exhaustive experiment the Goodyear Tyre & Rubber Co. have produced what is claimed to be the "finest, strangest and the most handsome tyre which money can buy."

This new tyre is intended to honour the thirtieth anniversary of the founding of the "Goodyear" organization in 1898 and is to be produced in all the popular sizes from 30 x 4.60 to 38 x 6.75. It has certainly a beautiful appearance and has been built enormously stronger than any tyre ever yet made. A few of the constructional differences are the lighter profile, virtually double thick tread, deeper cut diamonds, extra plies and the toughest compound ever developed. Heavier cords of "Supertwist" (the patented "Goodyear" Tyre Fabric which practically eliminates carcass breaks) have also been incorporated and in order to develop long wear more rubber has been placed between the plies; the carcass being also lined with an additional layer of rubber. Dangers of blowout and punctures have thus been practically eliminated, the tyre having been so thoroughly constructed, with the finest materials available, and regardless of cost or expense.

Only a limited distribution is expected because of the higher value and higher price but the "Double Eagle" tyre will fill a very definite need for the car owner who wants extra quality from a desire to have the finest, and complete freedom from all tyre trouble.

There is no doubt that a very real economy can be effected by fitting the best tyres obtainable when service conditions demand such investment as a matter of good business, and no tyre equipment of such striking appearance as this new production is procurable at the present time for the benefit of those who take a pride in the turnout and appearance of their cars.

SELF AND CAR.

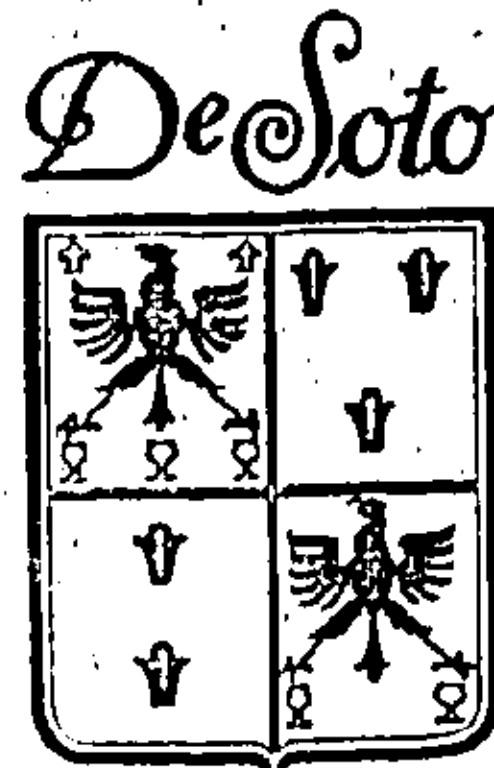
Garage for Both.

A new hotel to be erected in Prague (Hungary) will be, really, a "motor hotel."

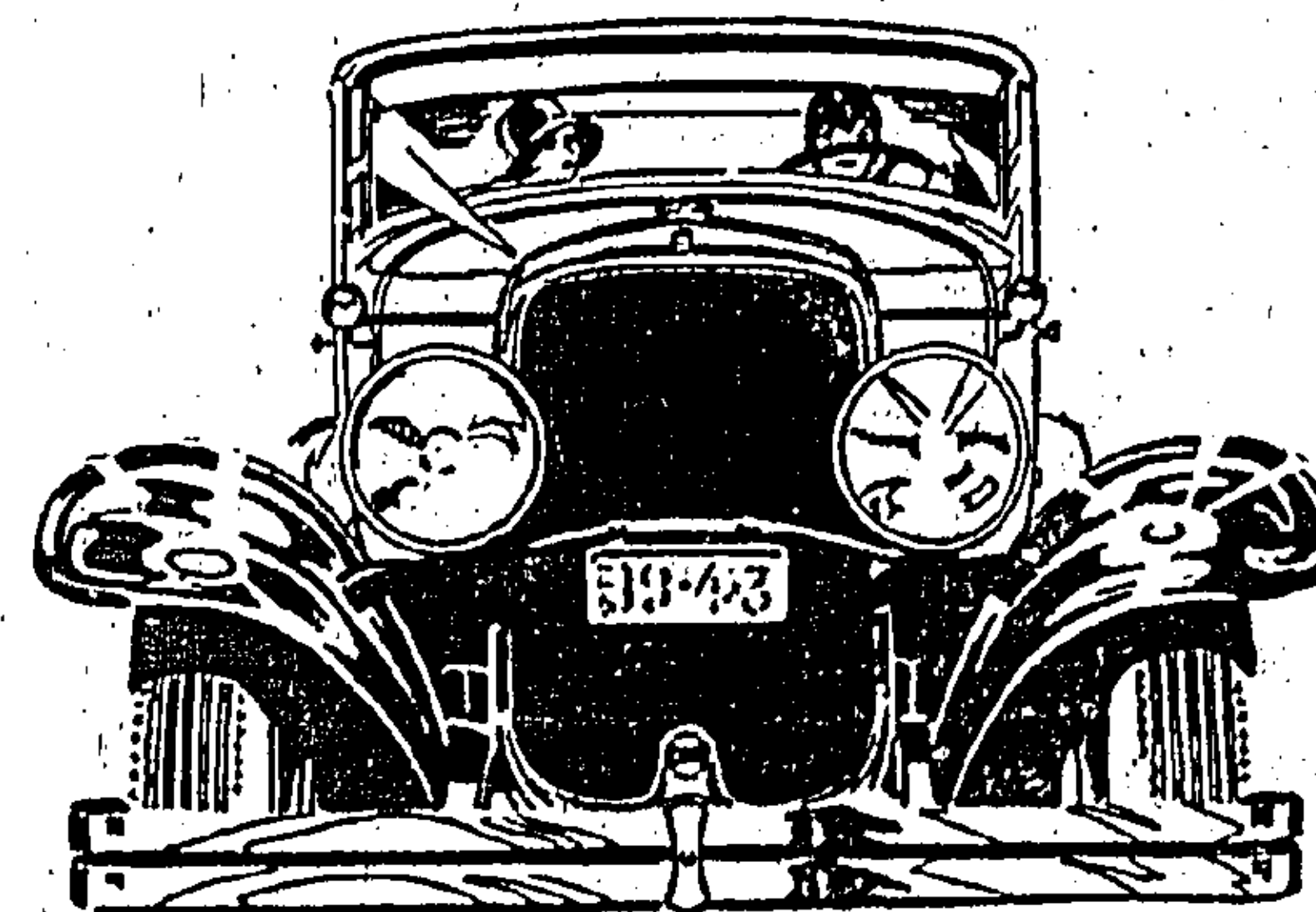
It will contain boxes for 250 cars, and alongside each box will be a bedroom for the driver. Spare parts store and repair shops will be included in the hotel, which will charge only 6s for the combined driver's garage and car's bedroom.

DE SOTO SIX

PRODUCT OF CHRYSLER



Multum propitius



See... the new Sensation-Car

De Soto Six—brilliant and revolutionary in its field—Chrysler-built—beyond all quibble and question gives new beauty, new style, a new high quality and performance for popular-priced sixes—See it and know why the public rates it by long odds the world's outstanding value for cars selling at anywhere near its price.

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THE B. S. A. MOTOR CYCLES FOR EVERYBODY

Handsome appearance. Simple and easy to handle. Economical running costs. Comfortable riding position. And above all, the reputed B. S. A. standard for consistent reliability.

1.74 h.p. Model A29 de luxe Two Stroke

2' Speed \$325

3' Speed \$350

2.59 h.p. Model B29 de luxe Four Stroke

3' Speed \$425

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Used Cars

SEE US WHEN YOU WISH TO

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815 x 105 TAXI-CORDS

Mt Pleasant Motors	Coupo Co.	Fleet Garage	Levys Ltd. King's Cross	Pembroke Garage
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15,850*	12,650*	11,482*	15,200	12,510
13,667	8,352*	12,017*	14,780*	16,358
15,532	10,761*	8,553*	14,730*	13,355*
15,120	8,083*	7,785*	14,320	13,303
14,635*	8,732*	11,798*	13,950*	15,083
13,500*	8,836*	9,87*	14,150*	15,051
11,900*	9,315*	8,605*	13,870	15,035
12,355*	7,022*	10,294*	12,900*	17,870
11,680*	10,784*	9,910*	14,650*	12,671
11,680*	8,476*	10,312*	13,250*	13,944
12,730*	8,177*	8,909*	16,300	11,962

Tyres marked are still running*

Evidence on such an extensive scale as this, covering so many tyres, must show the real truth!

Fit **DUNLOP**
TAXI-CORDS
for longer mileage!

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THE ROLLING ROAD.

New Testing Device.

The speed and rush in the manufacture of automobiles render it no longer possible to put each individual car through a trial run of hundreds and thousands of kilometers. It is therefore unavoidable that new cars come on the market without having been previously tried and that the buyer has to carry out this important task himself. In cases where trial runs are, notwithstanding, carried out before sale, they cost too much time and money if carried out on the open road.

In order to remove this deficiency, felt by the automobile manufacturers of all countries, the idea of the "rolling road" was adopted. It was shown in action for the first time during the recent visit of the German press in Bochum, Westphalia, and aroused the greatest interest.

The rolling road is of remarkable simple construction. Fundamentally it consists of only two drums, on which the rear wheels of the car to be tested run. The revolving rear wheels rotate the drums, while the car is so anchored that its rear wheels cannot leave the drums. The road on which the driving wheels run is thus nothing else but the periphery of the drums. A recording dynamo is connected with the drums, and from the number of revolutions of the dynamo the speed per hour of the car is directly determined.

Provision is made for introducing resistances, and thus the behaviour of the car can be tested in overcoming greater or less gradients. The carburetor is connected by a special gasoline tube with the measuring tanks in the testing room. The consumption of gasoline under the most varied working conditions can be ascertained from these measuring tanks.

New cars can be tried in the workshop itself, by means of this simple and very valuable device. The sparking plug and carburetor can be shut off and the consumption of fuel regulated. In other words, the reliability of a car can be tested and ascertained without loss of time and with great saving of expense.



"It makes me terribly nervous, Joe, to see you walk right out into this traffic—with that new vase."

CHRYSLER'S WEALTH.

Building Huge Structure.

TALLEST IN WORLD.

A new sixty-eight storey Chrysler building in New York City, destined to be the tallest inhabited structure in the world, is the latest private enterprise of Walter P. Chrysler. The enterprise is not connected in any way with the Chrysler Motor Corporation.

The building will tower to a height of 808 ft., greater than the famous Woolworth building. The completed building and leasehold estate have been appraised at \$13,780,000. The ground floor of the structure will be occupied by shops and stores and the remaining floors to and including the sixty-fifth will be devoted to offices.

Two of the upper floors of the tower will contain a duplex apartment. Above this will come the

three-storey observation dome constructed of bronze and glass and culminating in the spire. There will be 33 elevators.

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RENOWNED LUSTROUS CAR POLISH
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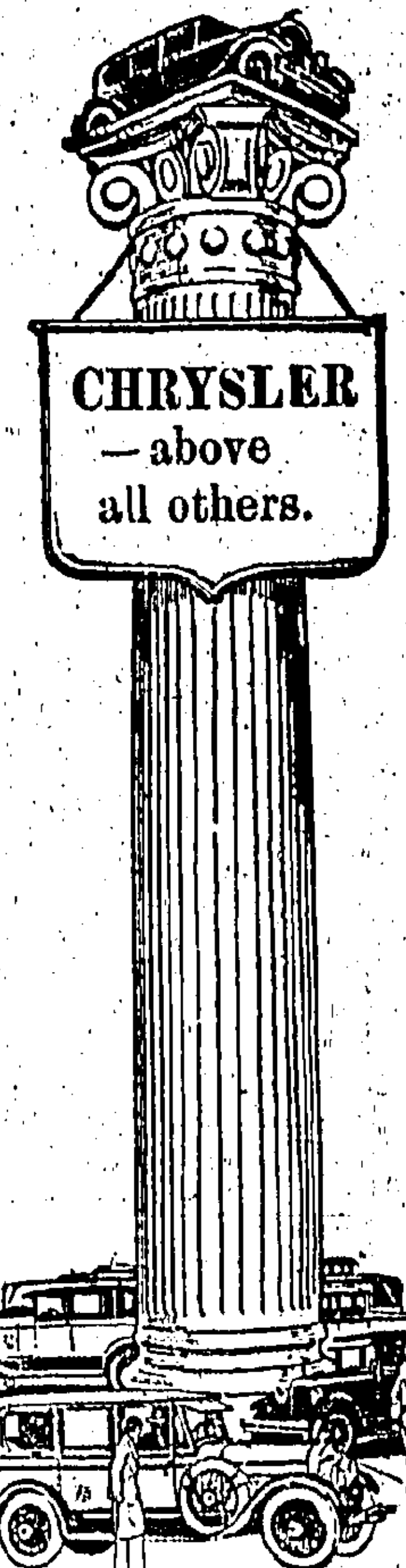
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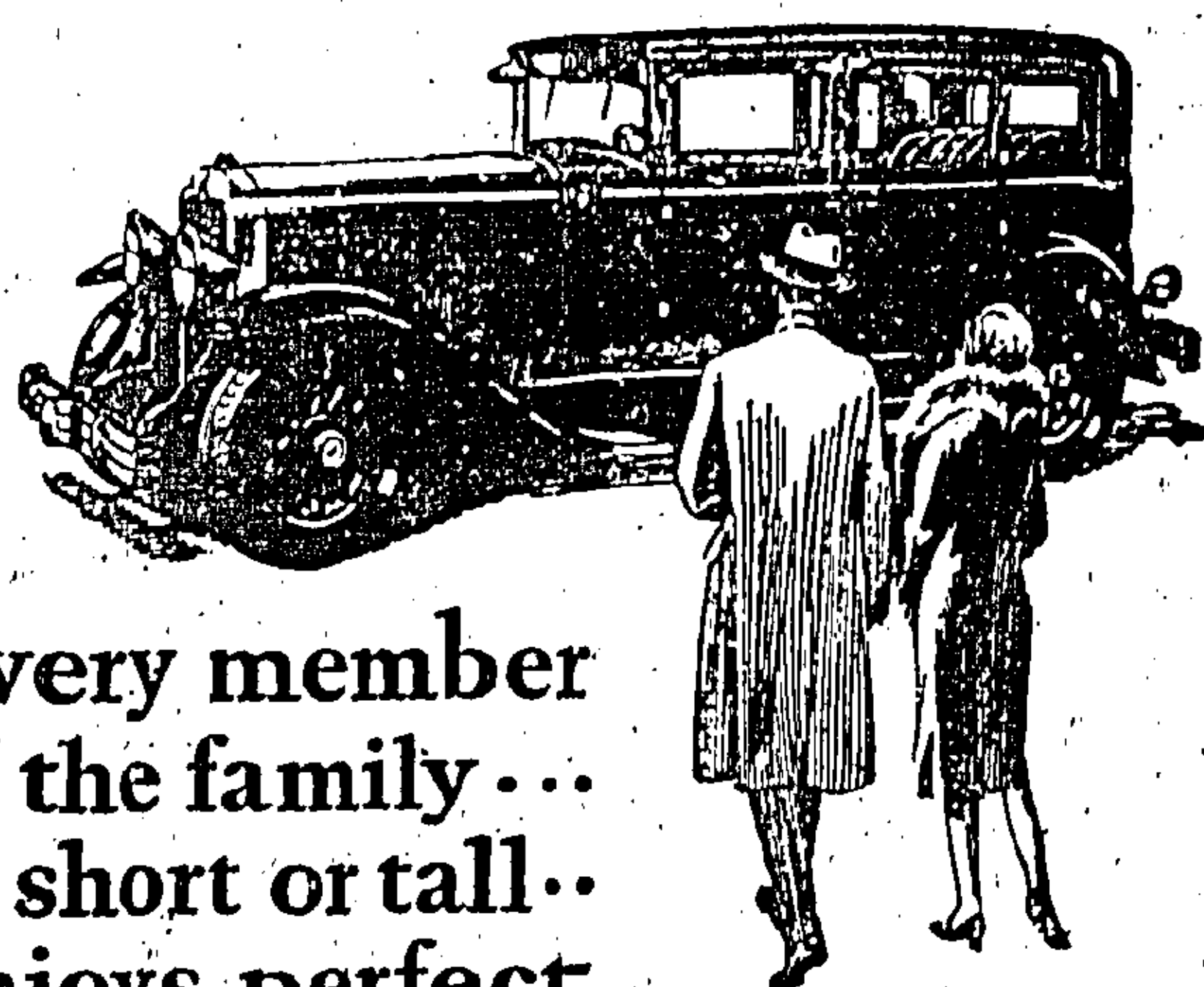
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These features, in addition to vivid beauty and unrivalled performance, have won nationwide acclaim for the new Buick... have made it undisputed leader in its field... as well as America's favorite family car!

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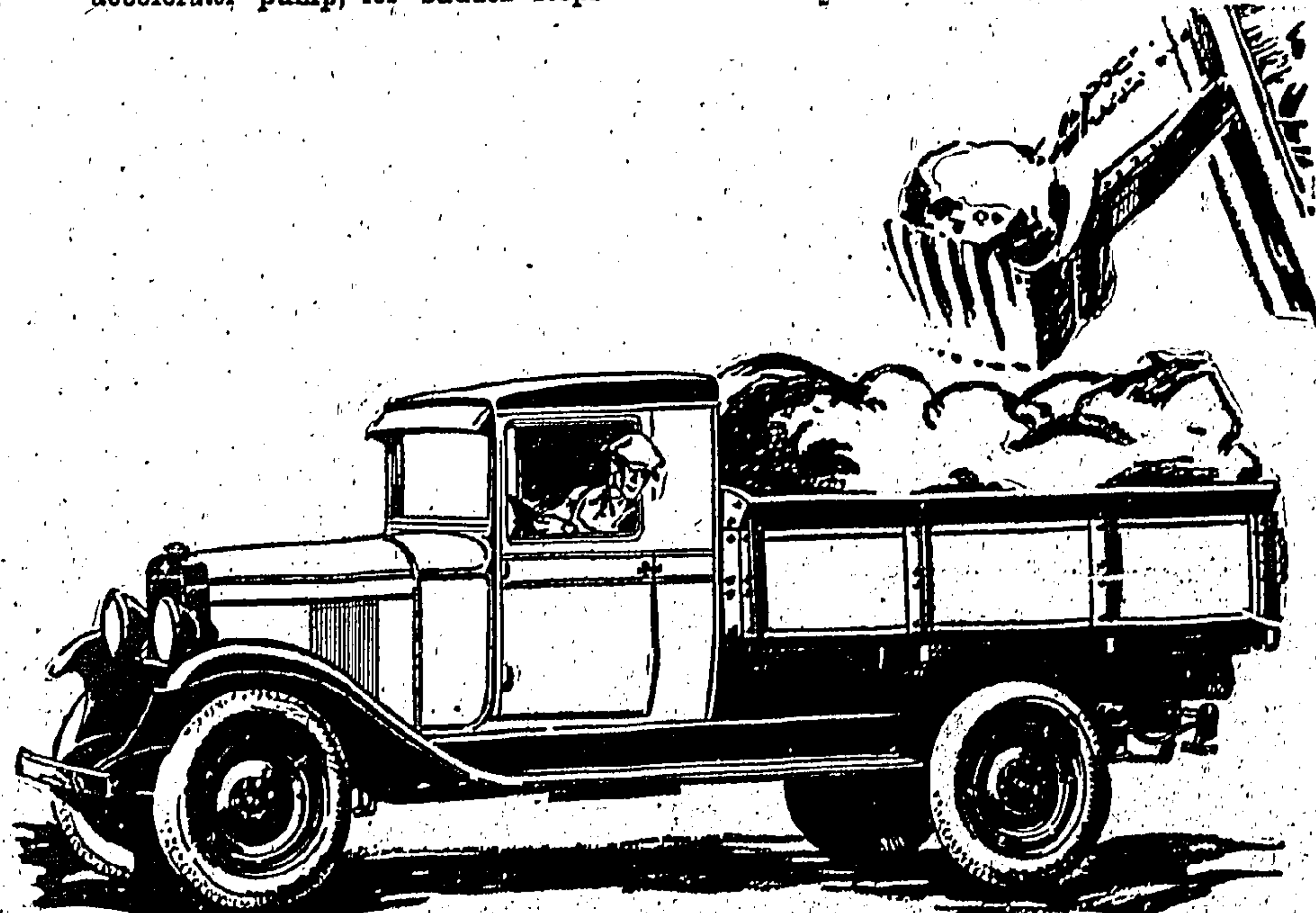
Hauling schedules run with strict regularity when the New Chevrolet Truck does the job.

Watch a New Chevrolet handle a full capacity load—in congested city traffic—out where the grades are steep or where the routes are sandy or muddy.

For flashing acceleration—the new six cylinder engine, for power—the new accelerator pump, for sudden stops—

the new four-wheel powerful brakes.

Crowning all this is a degree of that economy which has made Chevrolet famous for years throughout the world—which has helped in no small measure to make Chevrolet the world's largest builder of trucks.



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TRAFFIC MATTERS.

Solutions by America.
PARKING PROBLEM.

In view of the fact that there is already one motor vehicle in the United States to every five inhabitants, the traffic solutions there—achieved and projected—have a special interest.

San Francisco has established colored lines not merely for the guidance of traffic proceeding in different directions, but also for separating fast and slow-moving vehicles. A brilliant red line along the Embarcadero (water front) marks the division between north and southbound traffic, and a white line painted down the middle of each of these two tracks sorts out the speeds in both directions. Drivers wanting to go fast have to keep to the middle of the road, between the white and red line. The traffic lanes are marked for fast or slow traffic every few hundred feet, so that drivers from other parts of the country will understand the system.

American road-making authorities have, somewhat surprisingly, shown very little disposition to cope with motor traffic problems, but powerful pressure is now being brought to bear on them to reconstruct crossroads so as to carry one intersecting stream of traffic over or under the other.

New York's Problems. New York's problem, especially, is a grave one, in view of the core of the city consisting of a narrow island, some 20 miles long, with very deep rivers, several times the width of London's Thames, on each side. Even once over the rivers the congestion is often very bad. The measures of improvement which are likely to be undertaken consist of widening the approaches to all bridges, utilizing hills for drilling with traffic tunnels that will serve to drain away more vehicles clearing away all obstructions along the waterfront, and turning it into a track for fast cars, building five-and-twenty over-pass roads at congested crossings, making every main road 100 ft. wide whenever feasible, setting aside certain cross-town streets as short cuts across the narrow

island on tracks for the exclusive use of fast traffic—and the building of a hundred more playgrounds for children, to keep them off the streets.

The Parking Problem. Parking, of course, is a great problem and most cities have had to introduce stringent regulations against the leaving of a car, even for a minute or two, in order to keep the streets open at all. In Philadelphia it became so inconvenient to approach the big department stores and other shops in the central part of the town that groups of traders have established parking places of their own to which they welcome, free of charge, their own customers. City garages with several floors, up to which cars are taken by lifts, are becoming numerous. In Detroit, the greatest car-building city in the world, a remarkable pioneer experiment has met with great success. An eleven-story sky-scraper car park, with a repair shop, has been erected in the middle of the city; one merely drives straight in, and round and round up a corkscrew track, to the right floor, without any delays for lifts.

NEW COLOUR
SCHEMES.Radical Departure in
New York Show.

HUGE EXHIBITION.

A writer in a New York paper recently commented:

Radical departure from what has been seen in the past were the feature at the national automobile shows this season. A number of elements combine, fortunately, this year to make the big displays in Grand Central Palace, New York, the week of January 5 to 12, and in the Chicago Coliseum, January 26 to February 2.

One of these elements is the modern use of colour, which is becoming new and different from predecessors, more expressive in industry every day. Numerous new colour combinations and departures in handling the colour masses of touches, will be noted. Another element is the change in silhouette, both front and side view, of the new models, which, in general, is refreshing to the eye. The application of dynamic symmetry to low-hung car bodies and chassis, most appropriate for such dynamic things as motor cars, and the tendency to make the lines rhythmic and simple, will be quite apparent on many show models.

Another feature of the New York display is the international aspect, foreign makers being invited to exhibit this year for the first time. British, German and French cars will be shown. On Monday, January 7, automobile men from many lands took part in the International Day activities. President Alvin Macaulay and the board of directors of the National Automobile Chamber of Commerce invited more than 7,000 automobile dealers in 107 countries.

At the New York Show in Grand Central Palace there were shown more than 200 passenger cars, 44 of them being American makes and five being foreign products.

There were several hundred exhibits of parts and accessories.

STANDARD TYRE
PRESSURES.Necessity of Finding
Axle Weights.

By Captain E. de Normanville
in the Daily Chronicle.

The importance of having the correct pressure in the tyres of one's car has been repeatedly stressed in the Daily Chronicle. But a new phase is given to the subject, by official recommendations now made public.

After extended study, the Standards Department of the Society of Motor Manufacturers and Traders has published an official schedule setting out the correct minimum inflating pressures for standard sizes of tyres, according to the weight carried.

This is a great improvement, as hitherto the different tyre manufacturers have published their own recommendations—which have varied somewhat, the one from the other.

Now that tyre pressures are officially standardised, the tyre manufacturer will (where necessary) make his product suitable to the schedule—which is far simpler for the motoring public.

The Axle Load.

Space does not permit publishing the list of recommended pressures, but it can be consulted at any garage or service station. To show the importance of the subject, however, an example may be quoted.

A five-inch tyre, to carry an axle load of 12 cwt., is to have an air pressure of 25 lb. to the square inch. But where the same section tyre is called upon to support 18 cwt., the pressure should be 37 lb.

You will not that the difference is material; both the extremes of axle weights quoted fall within ordinary car practice.

It is important, therefore, to know the axle weights of your car as different from the total weight if you want to be exact. These figures can be obtained from a weighbridge.

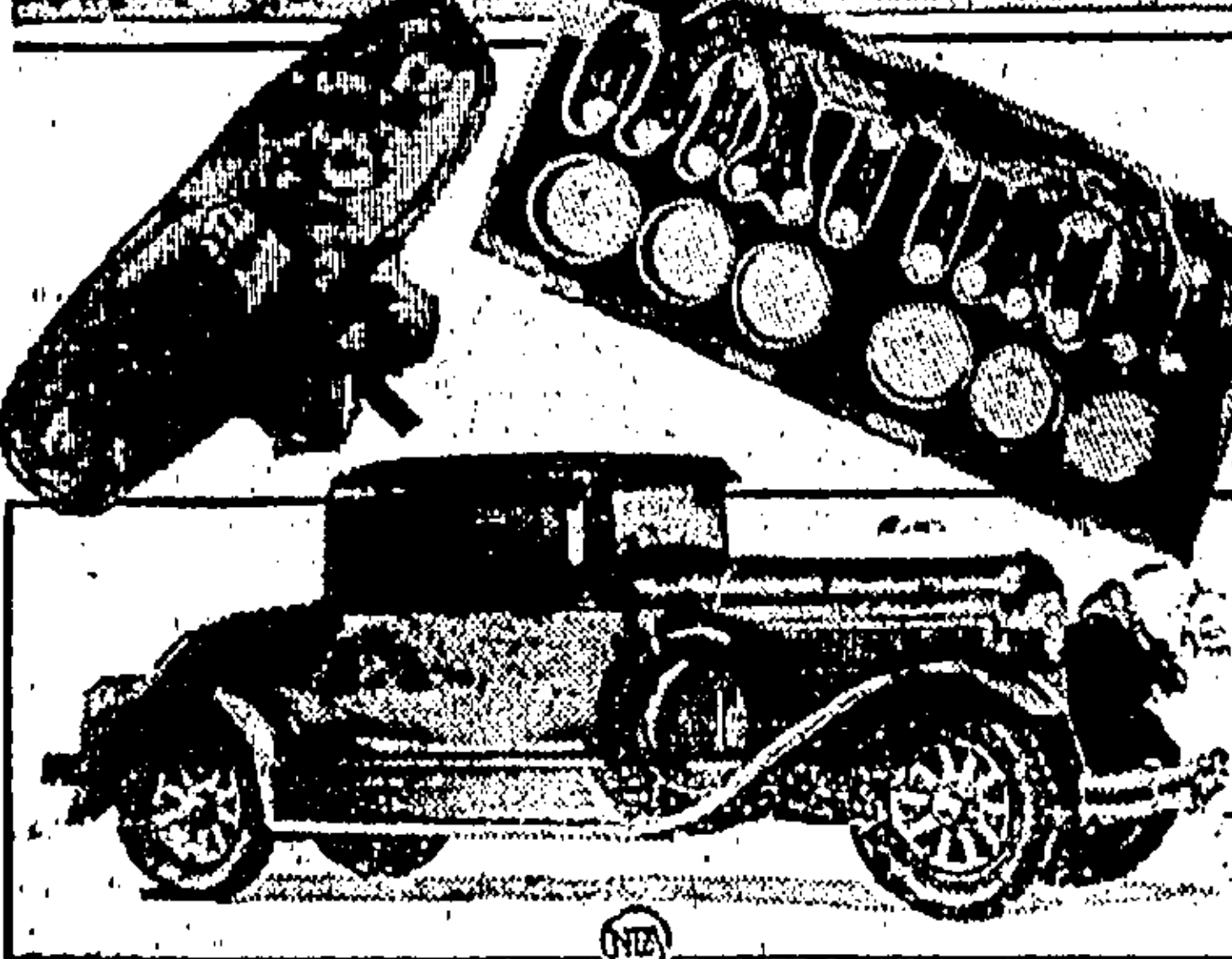
Generally speaking, there is rather less weight on the front axle than on the rear one, but to simplify matters you would not be far wrong in using the highest pressure all round.

If the front tyres are a shade "light" it usually makes the steering easier. A possible defect is to make the forward suspension a trifle harsh. If this should obtain then have both pairs of tyres pumped up to the correct pressure. But one way or the other, for safety comfort and service you should see that your tyre pressures accord faithfully with the new schedule. To maintain that exactness you should test the pressure every week or so with a reliable gauge.

HUDSON—ESSEX.

The 1929 Programme.

MORE SPEED—INCREASED COMFORT.



The new Hudson coupe, above, and the Essex coach, below, typify the new style of these cars just introduced to the public. Right inset shows a top view of the motor of each of these cars, with the head off, showing how the fuel is evenly distributed by means of the "moosehorn" manifold. Left inset is a view of the dash instrument panel with the button, designated by arrow, which controls both the gasoline and oil gauges electrically.

Exemplifying the trend in motoring, toward room, great comfort, more power and easier driving, come Hudson and Essex with their 1929 models.

These new cars typify what is going on today in American automobile manufacturing, a movement away from the European small car in response to a popular demand for greater comfort. A longer wheel base is the result, in the case of the Hudson, although the Essex remains the same length as before.

In order to satisfy the popular taste even further, the Hudson-Essex manufacturers have devised 10 additional body types, making 21 in all. These run all the way up from \$695 for the Essex coach, coupe and phaeton, to \$2,100 for the Hudson limousine.

Both of these models, no matter what the type, include such automotive developments as chromium plating, adjustable wheel and front seat, larger and roomier bodies, larger more powerful motors, automatic priming, a vacuum tank "booster" attachment to assure an even supply of fuel at all times, vibration dampening, an electrically controlled oil and gasoline indicator gauge, waterproof brake lining, non-shatterable windshield, wider control pedals and rubber engine mountings.

Perhaps the most pronounced mechanical improvement is what is termed the "moose horn" manifold. This is so designed that the vaporized fuel has the same distance to travel from the carburetor to each of the combustion chambers, and so assures an equal fuel

supply at the same time in all the cylinders.

This is the culmination of a research that had been a serious problem to automotive engineers for some time. The old type intake manifold was so designed, that the end cylinders would get a lower charge of gasoline, and slightly later, than the middle chambers. The result was uneven distribution of power and a great waste of fuel.

In addition to this achievement, the Hudson-Essex engineers have placed the spark plug immediately above the exhaust valve and fashioned the chamber so that the cold incoming fuel would pass over this valve and tend to cool it somewhat. This is expected not only to assure complete combustion of the fuel and greater power, but to prevent pre-ignition and its resultant difficulties.

Further assurance of complete combustion is given by passing the gasoline over the hottest spot in the motor and raising it almost to the point of combustion just before firing.

The result has been an increase of 25 per cent. in power for the Essex motor and 14 per cent. for the Hudson. Increased torque or pull at low speeds raises the engine's accelerating ability and gives greater pull in hill climbing. The Hudson engine develops 92 horsepower while the Essex Challenger, which is the new name for the smaller brother, makes 65 horsepower.

The speed range of the Hudson goes up to 85 miles an hour, while the Essex is good for a speed of 70 miles an hour.

NEW RECORDS.

Studebaker Wins
Twelve More.

STOCK CAR EVENTS.

Washington, D.C., U.S.A., Nov. 14.—Announcement was made today by the American Automobile Association of twelve new records for fully equipped stock cars established by The Studebaker President Eight when it averaged 85.2 miles per hour for 24 hours on the Atlantic City Speedway.

These marks, together with the records recently established by The President in travelling 30,000 miles in 26.325 minutes, give this car a clean sweep of all American stock car records for speed and endurance as well as five world records and eight international records, stated A. H. Means, of the A.A.A.

As in the case of the 30,000 mile run, The Presidents which took part in this latest test were certified as stock models by the A.A.A., which authorities also timed, checked and supervised the running of the event.

The President Sport Roadsters engaged in the test started at 5.14 p.m. on Nov. 11 and finished twenty-four hours later. The second car to finish achieved an average of 85.082 miles per hour, according to A.A.A. figures.

Extremely unfavourable weather conditions which prevailed at the track during the greater part of

ROME'S RULES.

Many Pedestrians
Fined.

Traffic regulations for pedestrians are being enforced with the utmost vigour in Rome as the result of a campaign started by Governor Prince Ludovico Boncompagni. During the last few weeks as many as 68 persons have been fined in one day for failing to observe the rule ordering pedestrians to keep to the left-hand side-walk when walking on the Corso, Rome's main thoroughfare.

The new regulation, tentatively tried last year, and abandoned during the summer months to allow the public to find a little shade on one side of the street or the other, requires the public to move in two right and left streams in opposite directions.

The police figures show that in three days some 200 persons have been fined for failing to obey the traffic law while some dozen arrests have been made of citizens who wanted to argue the matter out with the police.

The run are reflected in the average running time of the cars. Nine hours of heavy frost during the night followed by drenching rain made driving conditions precarious during the 204.8 miles covered in the 24 hours.

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CARS

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STOCK

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SUPPLY HEADQUARTERS

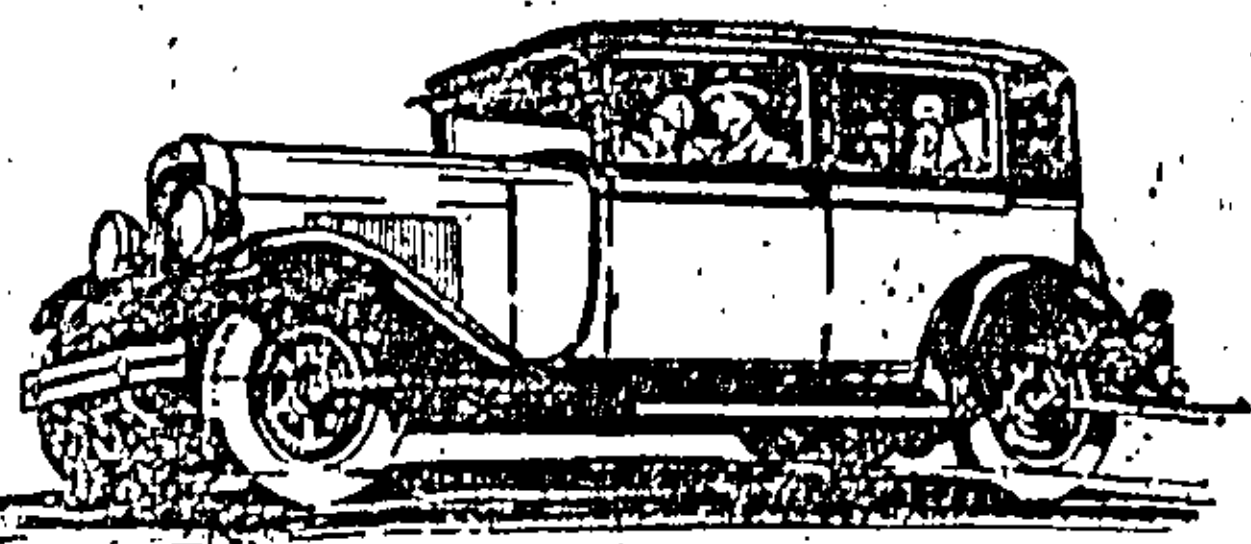
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No matter what you might want in accessories we have it.

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JUDGE IT
by its
OWNERS' PRAISE

If you want to know the reasons for the sensational success of this new Oldsmobile, find out what owners say. Their praise will tell you more clearly than anything else, that the joys of Oldsmobile ownership increase as the miles roll by.

For Oldsmobile is built to fine-car standard through and through. Fabric beading eliminates body squeaks. The chassis is cushioned with rubber to assure permanent

quietness. Special sound-deadening insulation creates a silenced interior. And millions of miles of driving have proved that the great new high-compression engine provides not only unrivaled speed, power and acceleration, but

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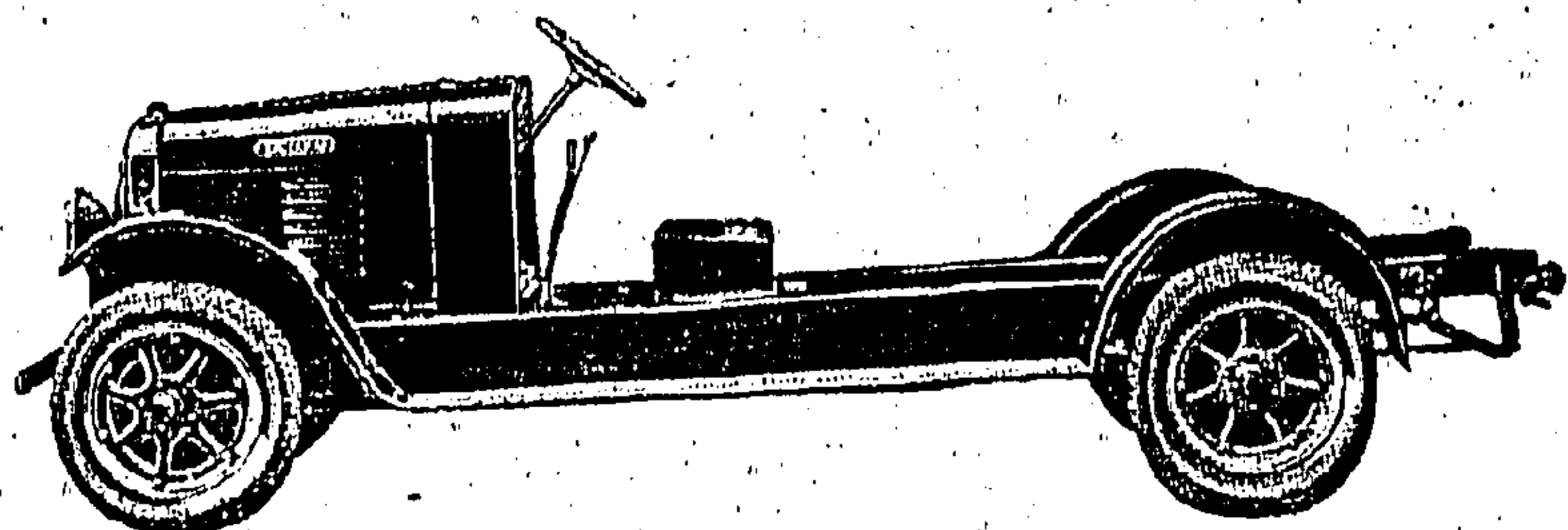
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ROAD SENSE.

Pitfalls of Modern
Motoring.

DANGERS OF CHANCE.

Unfortunately minor faults in driving do not always lead to minor accidents, writes a correspondent to a home paper. Most of the really big and serious accidents are probably caused by some tiny error of judgment, or some little discourtesy, for which the driver would be thoroughly ashamed after a few months' reflection.

It is easy enough to lay down driving rules which will encourage safety: most of the major rules that are continually being drilled into the ears of motorists have undoubtedly saved lives, and much money to the insurance companies. Driving a car under modern road conditions is far too complicated a matter to be covered by a few general rules, however, and it is often the little things that make all the difference between disaster and a clean sheet.

It must be owned that to a certain extent the law encourages stupidity, but then the law can never be expected to keep pace with progress, and though in years to come we may have legislation that would fit driving conditions to-day, by that time it is probable that entirely new circumstances will have arisen.

Not So Simple.

Stick to the main principles and rules of the road by all means, but do remember that these cover only a comparatively small number of cases and that driving a car requires a good deal more than blindly following a few principles.

One of the best examples of this type of driving is usually made by the man who comes over cross-roads anyhow and at any speed, and after he has extricated himself from the wreckage says, "Well, I blew my horn." I had the pleasure once of being present in Court when a law case over damages was in progress. The accident took place at cross-roads in Croydon. One of the parties confessed that he blew his horn 100 yards before he came to the corner. He might have blown it in Brighton for all the good it could have done.

In all these matters a certain amount of common sense is necessary. It is no use blowing your horn where no normal car can hear it, and it is far better to avoid an accident altogether than to have one, even though you are certain that you are in the right.

A Wrong Attitude.

There is a type of person who always imagines when he sees another vehicle crossing his path that he has the right of way, and that the other driver has no business to be there at all. This attitude usually leads to trouble in the long run.

One of the most common forms of disregard for the convenience of other drivers has been brought to a fine art by the London taxicab driver. It is that of continually changing from one line of traffic to another, whether pulling to the "off" or to the "near" side. Many accidents are caused by these tactics, in which the vehicle that is the actual cause of the accident is never involved.

Another dangerous habit is that of many drivers. When coming into a road from a side turning across the stream of traffic they will exercise the ordinary amount of caution, but when turning the same way as the general traffic stream, sweep out without even looking to see what is coming up from their right-hand side. This is frequently the cause of serious accidents.

Another method which often leads to trouble is reckless starting from rest. No motorist who has pulled up beside the road should start again and pull out without first ascertaining that the way is clear not only in front of his car but also behind it.

Anyone who starts suddenly and begins to pull out from the kerb in front of an oncoming vehicle is likely to get the latter into trouble. It is not enough to hold out a hand and then to start, regardless of what is behind.

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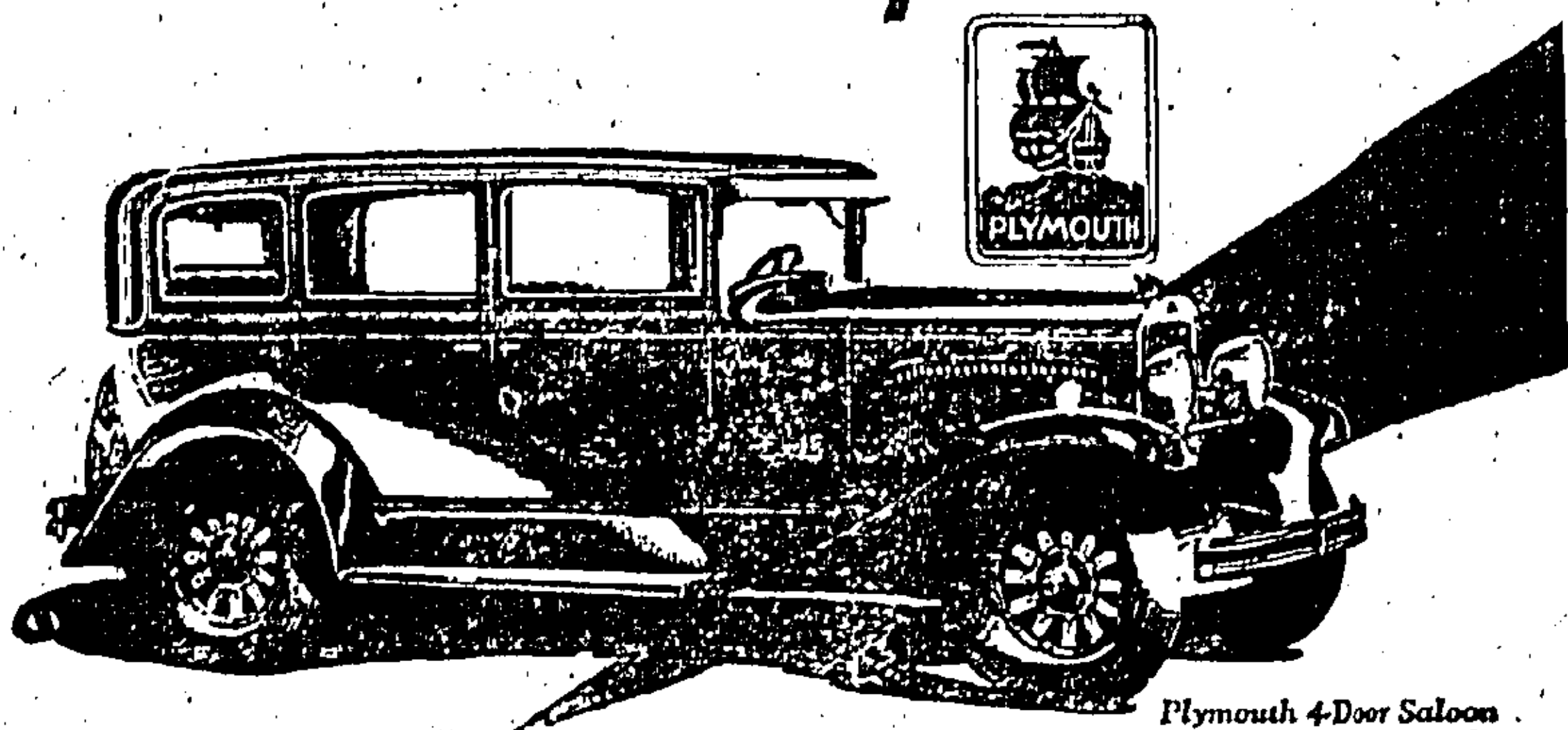
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Plymouth 4-Door Saloon

In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

It gives you the utmost in safety, because of internal-expanding hydraulic 4-wheel brakes, positive in any weather.

Examine, point for point, the features which place Plymouth foremost in its field. Then drive it—and you will know why scores of thousands today enthusiastically acclaim Plymouth the greatest value in the lowest-priced field.

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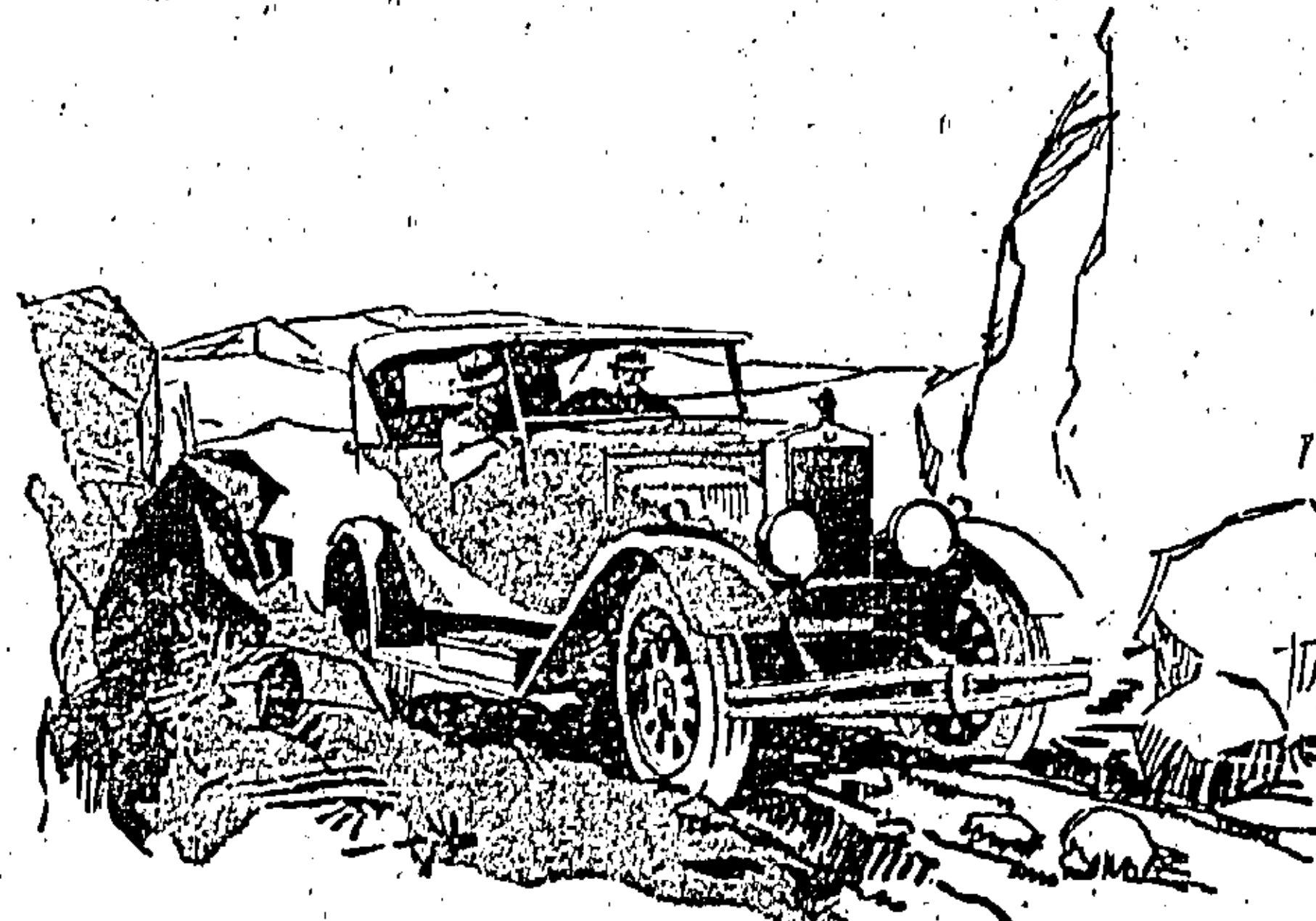
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We had this fact in mind when we built your car. It would have to run on roads that were not, to cross every kind of country, to climb anything but trees; in all weathers, to take a good deal of rough with precious little smooth.

We built the bigger, high-powered Morris-Cowley—a glutton for work with its wonderful power unit, its 56 in. wheel track, high clearance and splendid workmanship. All round the world, this fine car can be used and relied upon.

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Naive Paris Styles for Spring

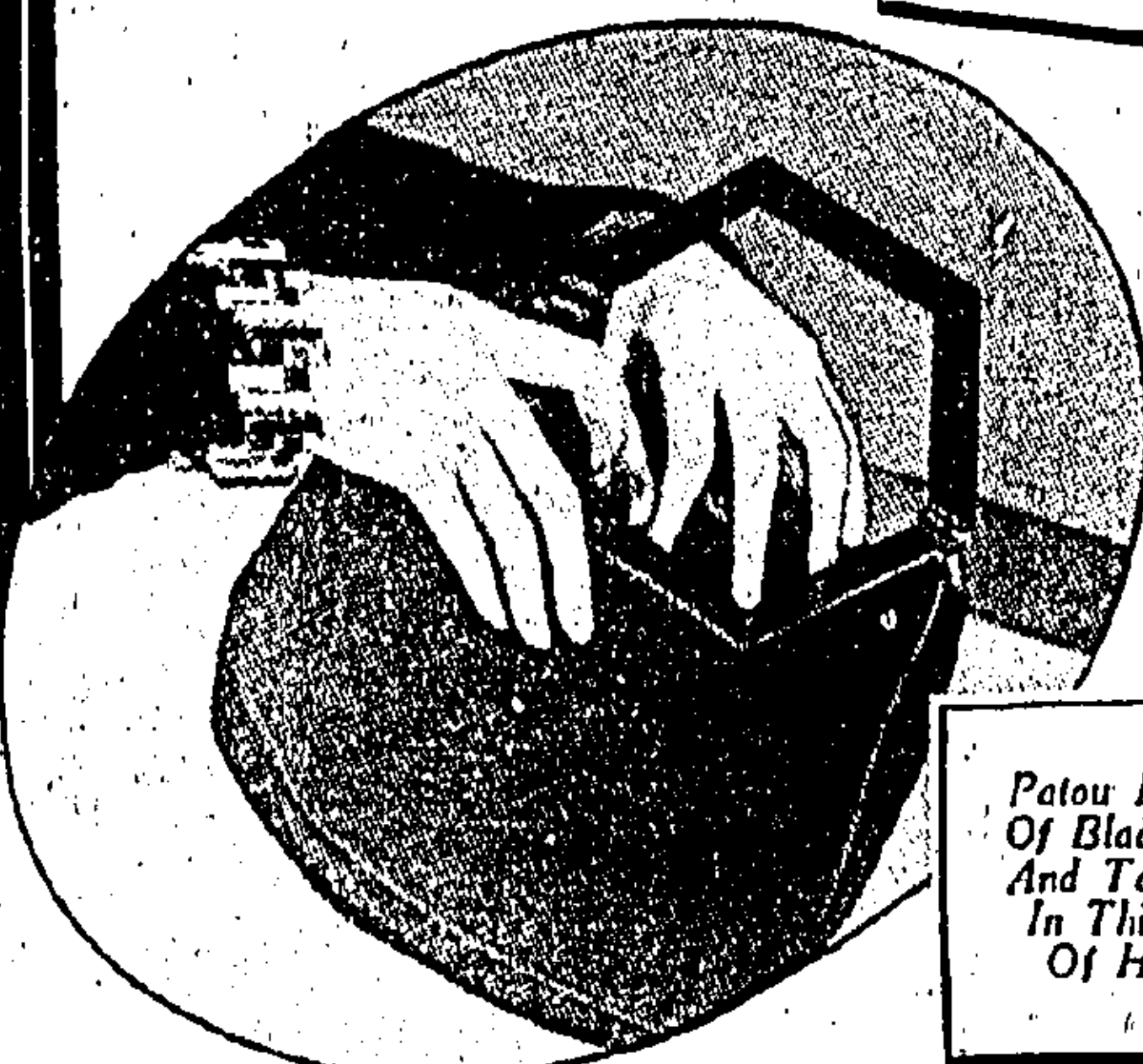


Madame Lucie Casfaret, Celebrated Pianist, Wears This Small Toque Of Felt and Feathers Created by Blanchot.

This Blue Felt Toque Was Made By Lely To Accompany a Dress In Two Shades of Blue With Embroidered Trimming.



Dark Brown Trims Fashionable Yellow In a Sports Dress From the Salon Of Bernard et Cie.



Patou Makes Use Of Black Antelope And Tortoise Shell In This Smartest Of Handbags.



A Bernard et Cie Evening Gown of White Satin Has a Deeply Swathed Hipline and Long Panels. This Simple and Sophisticated Dress is Devoid Of Ornament Except for a Red Shoulder Flower.



Horizontal Tucks at the Waist. A Tiny Sash at the Back. And a Jabot of Self Material Distinguish This Patou Gown Made of Navy Blue Crepe.

FRENCH collections for spring are full of pleasant surprises, rather than striking innovations.

The silhouette has not greatly changed. The hipline is still narrow, the skirt irregular and much longer, and the sleeve shows signs of increased importance.

In colors, it is well to mark the importance of yellow. Yellow enjoyed a great triumph at Palm Beach, and at the resorts along the Riviera, and is smart for day and evening as well. It is expected to take first position for the summer.

The colors for this spring are all on what is known as off colors. Undoubtedly the popularity of off white is responsible for this. Pure white is almost unknown now; it is grayed, pinked, or blued ever so slightly. And the number of off-whites is now legion.

Off colors are more sophisticated, this season, than pure color. A blue that is grayed, or a rose that is toned to rose beige is infinitely more fashionable than a color which suggests less depth.

All the Paris couturiers are making effective use of off colors in their spring creations. And the mode is delightful.

Philip et Gaston are doing very interesting things with off blues and grays, and toning them so harmoniously that they all but play scales.

With sport togs, the tuck-in blouse has a hived universal recognition, and you find it in heavy silk and satin, with the new lightweight, tweed and jersey.

ILLUSTRATING the new vogue for yellow is the jersey sports outfit from Bernard et Cie shown at the upper right. It has V-shaped tucks and bands of brown. A very interesting touch, showing how the vogue for ornamentation is influencing sports attire, is the pendant of gold, with the dark brown stones, which is the highlight of the costume, and gives it that touch of completeness which is the aim of every frock.

Very interesting, too, is the Bernard et Cie evening gown at the lower left. This is made of white satin, with a deeply swathed hip and long panels in the side and back. Its simplicity is challenged only by the decoration, which is a spray of dark red velvet flowers on the shoulder.

Red is much liked as a trimming on white, both for day and evening. Smart little coats and cardigans of bright red velvet or jersey are very snappy with a white silk or cotton pique sports dress, or with the simple one-piece white

crepe de chine. And red hats were never so accepted before.

Just the right shade of red in millinery—and one might as well admit this is not easy to determine—will cast the most rosy and youthful glow over the face. The Parisienne matches her hat and her lipstick, and would never make the mistake of using a red in millinery that is not in complete harmony with her cosmetics.

PATOU'S afternoon frock of navy blue crepe—illustrated at the left—is the answer to the question: "What shall I wear," nine times out of ten. It can be worn for any day occasion, and always has smartness and distinction. The horizontal tucks about the waist, the ever so tiny sash at the back, and the jabot of self material are salient style points. And the cut of the skirt, with its graceful but not too irregular hemline, is most becoming.

In millinery, Paris is quite interested in the new halo hats, that frame the face with a circle of light or of darkness, according to the taste of the wearer. Madame Jane Blanchot created the model at the upper left. It is of black felt with a bandeau of small white feathers across the brow. This chapeau, worn by Madame Lucie Casfaret, pianist, is just about as small, close-fitting, and smart as any hat need be.

Its band of white is very trying, of course, and demands a youthful face, a marvelous complexion and eyes that are not too tired.

A more generally becoming halo hat is the dark blue model at the top center. This hat points over the ears and is folded slightly across the forehead. It gives the effect of a halo, but a more wearable halo than the other.

The Parisienne loves this type of hat, because she knows it has the inspired line across the face.

THE mannequin wearing the hat is dressed in a most attractive frock of blue crepe, embroidered in darker blue, and her sleeves have the new elbow cuff that is up-to-the-moment. The wide gold bracelet with the large green stones is one of the newest ideas in costume jewelry.

Another bracelet that is the rage in Paris may be seen on the hands that are just getting into the smart antelope bag shown above. This bracelet is made of jade, crystal and black, formed completely of large rectangular stones, one of Patou's latest pieces of costume jewelry that would grace a wrist to the queen's taste.

The bag, of dignified elegance, has an oddly shaped top of tortoise shell and a wide opening so that it is possible to find one's cariate or lipstick without a complete revolution.

WE specialise in world-famous **PERFUMES** and **FACE POWDERS** and are now showing a dainty and fresh selection of **COTY'S FAMOUS TOILET SPECIALITIES.**



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Hongkong Telegraph.

Pictorial Supplement

March 16th, 1929.

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TELEPHONE CENTRAL NUMBER ONE.

Why K
"Plus" Fittings
Fit

Instead of expecting your foot to conform to a stock shaped shoe, the makers of K shoes have provided a special range of fittings for feet of individual shape. They are called K "Plus" Fittings and they have heel parts one fitting narrower than the foreparts.

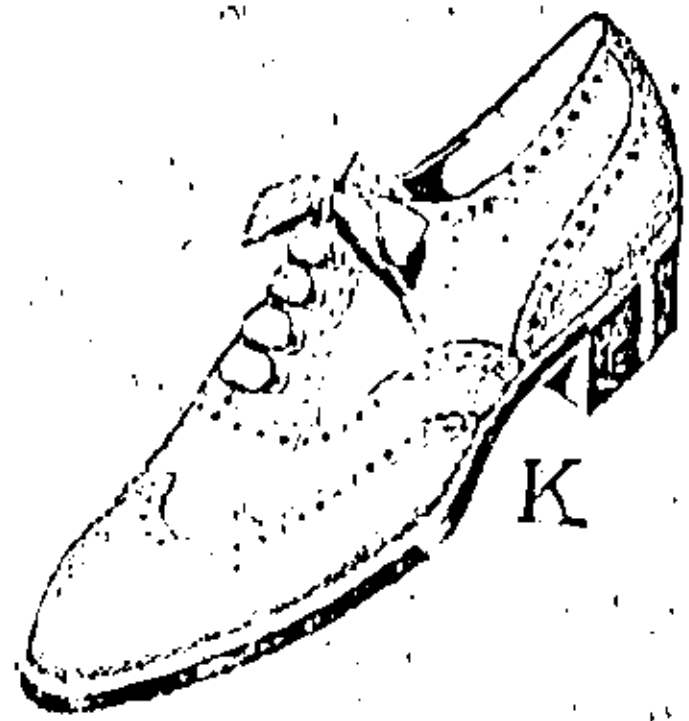
If your shoes seem too loose at the heel or too tight across the toes ask us to show you K "Plus" Fittings. There is a pair of K shoes that will fit your feet to a nicety.

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Patent Leather

\$19.50 \$22.50 \$25.00

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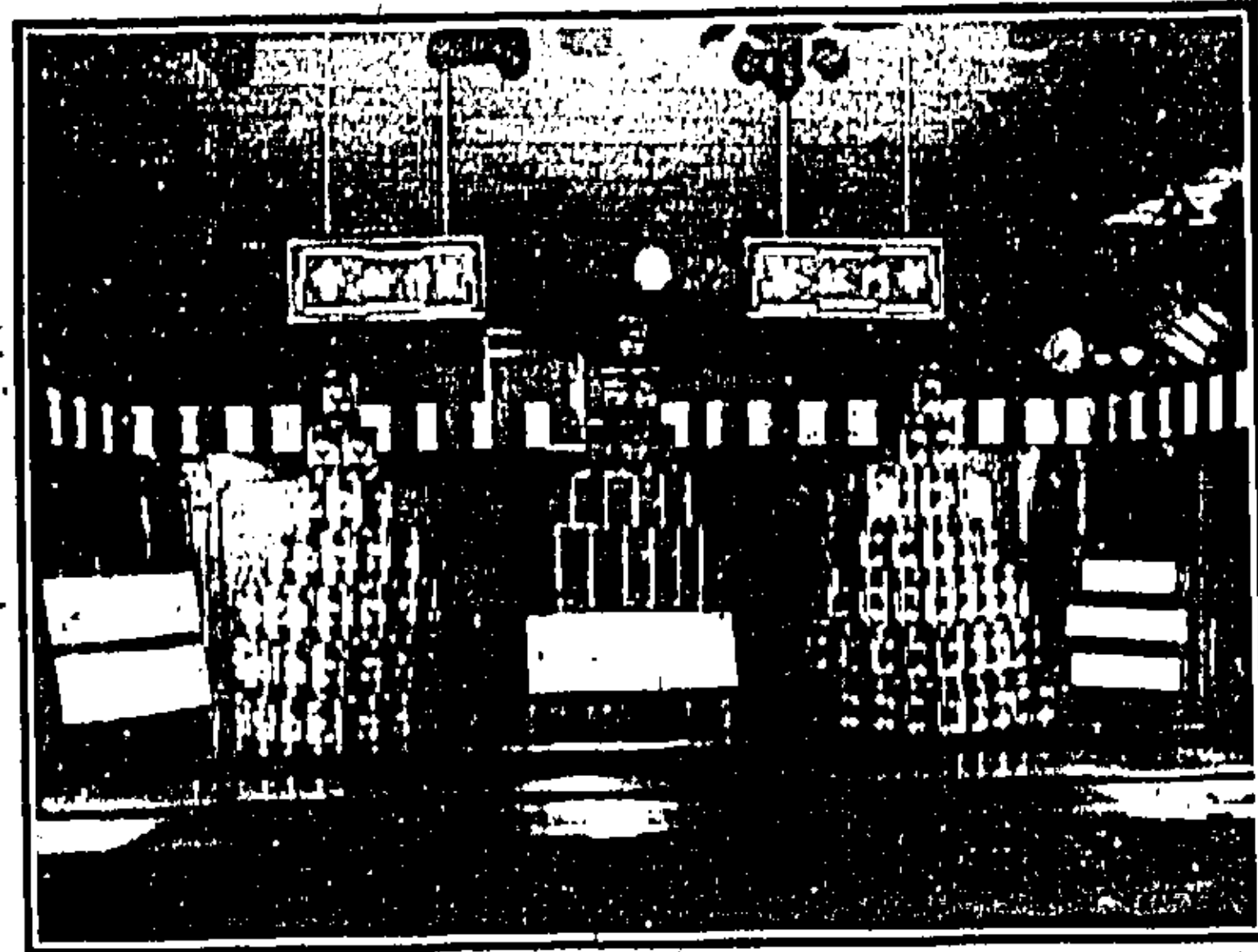


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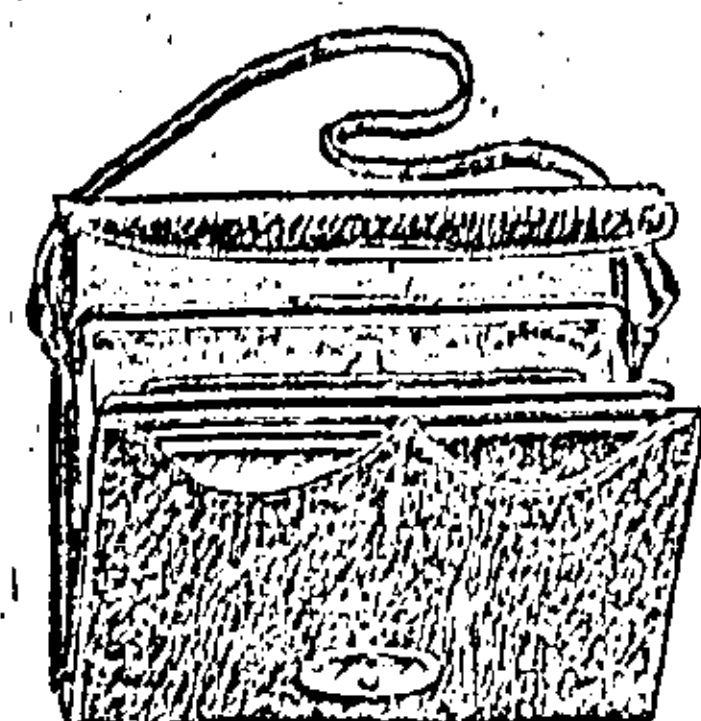
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We have just received a consignment of Ladies' Handbags which our London Office has secured from a Manufacturer at a special discount. We are now offering these to our Customers at

33% BELOW USUAL PRICES.



Numerous Shapes, Styles
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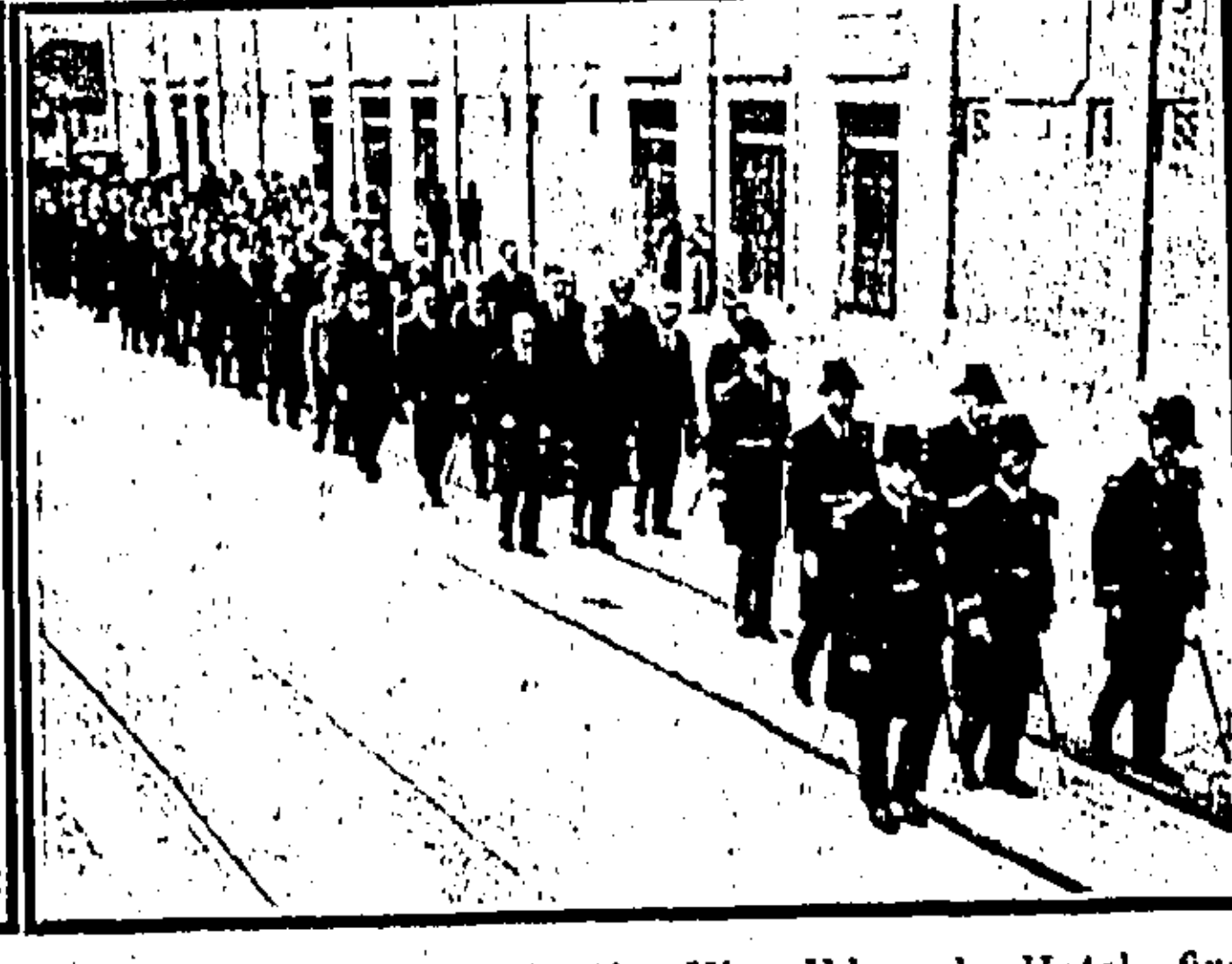
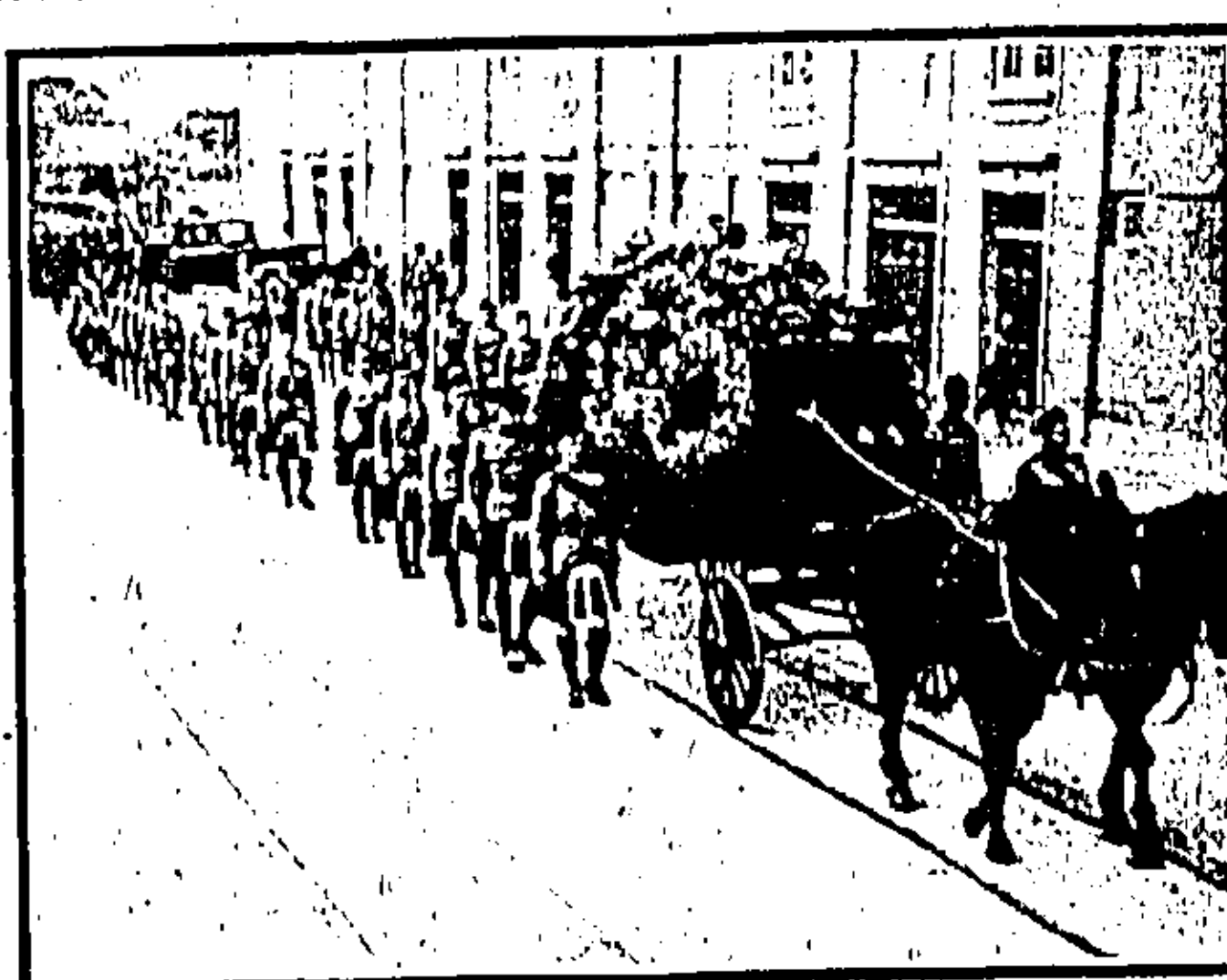
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TO

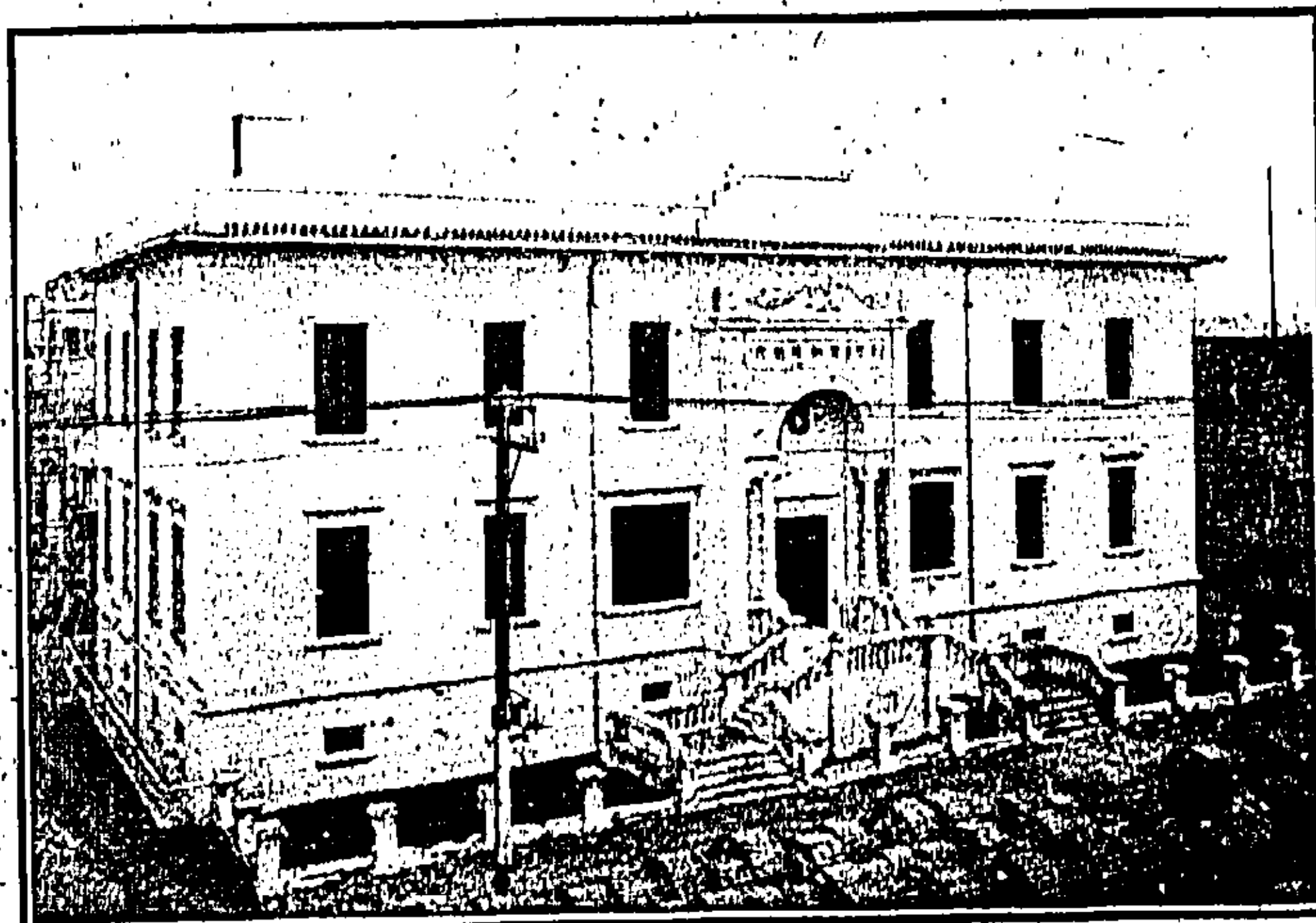
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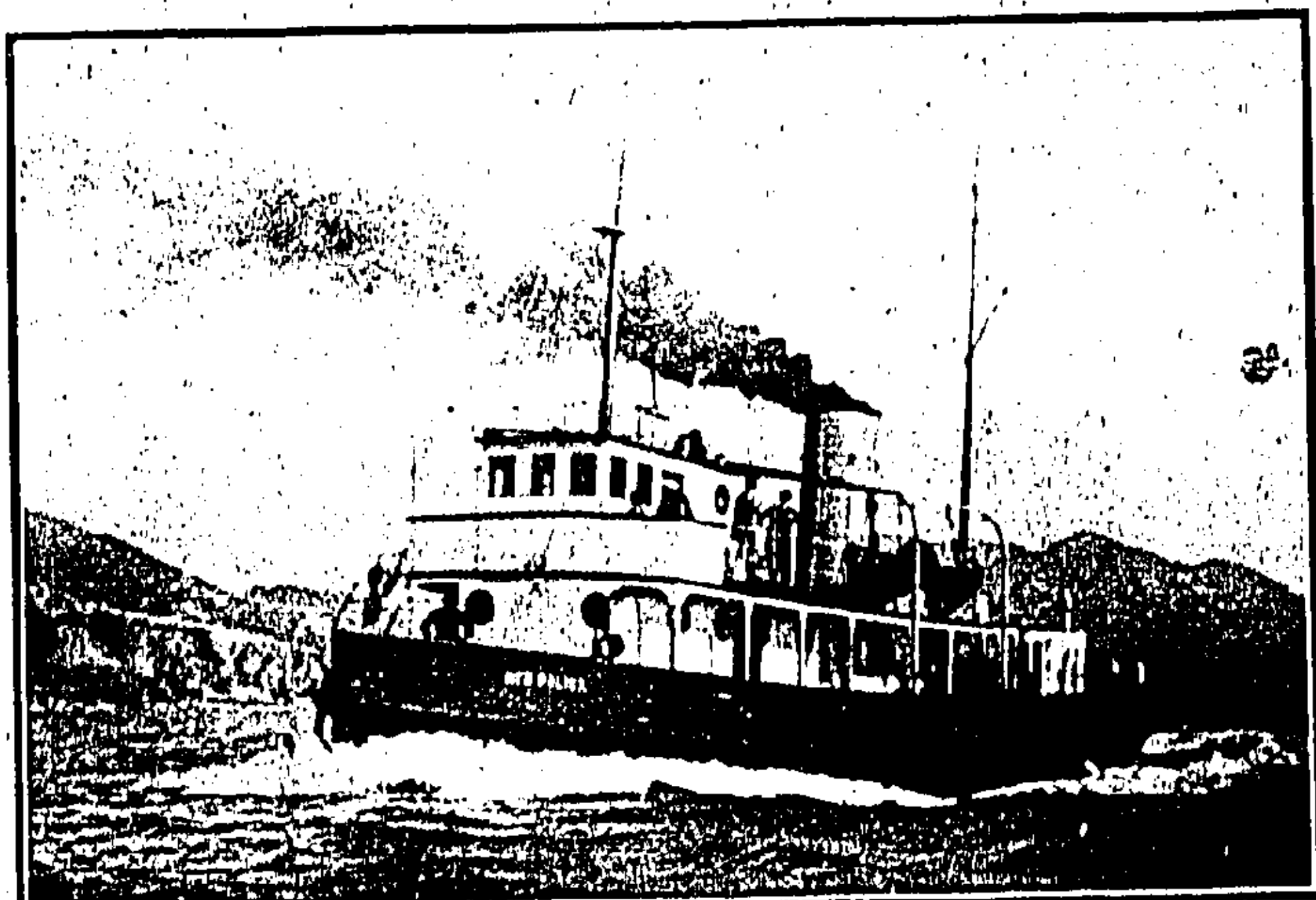
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.



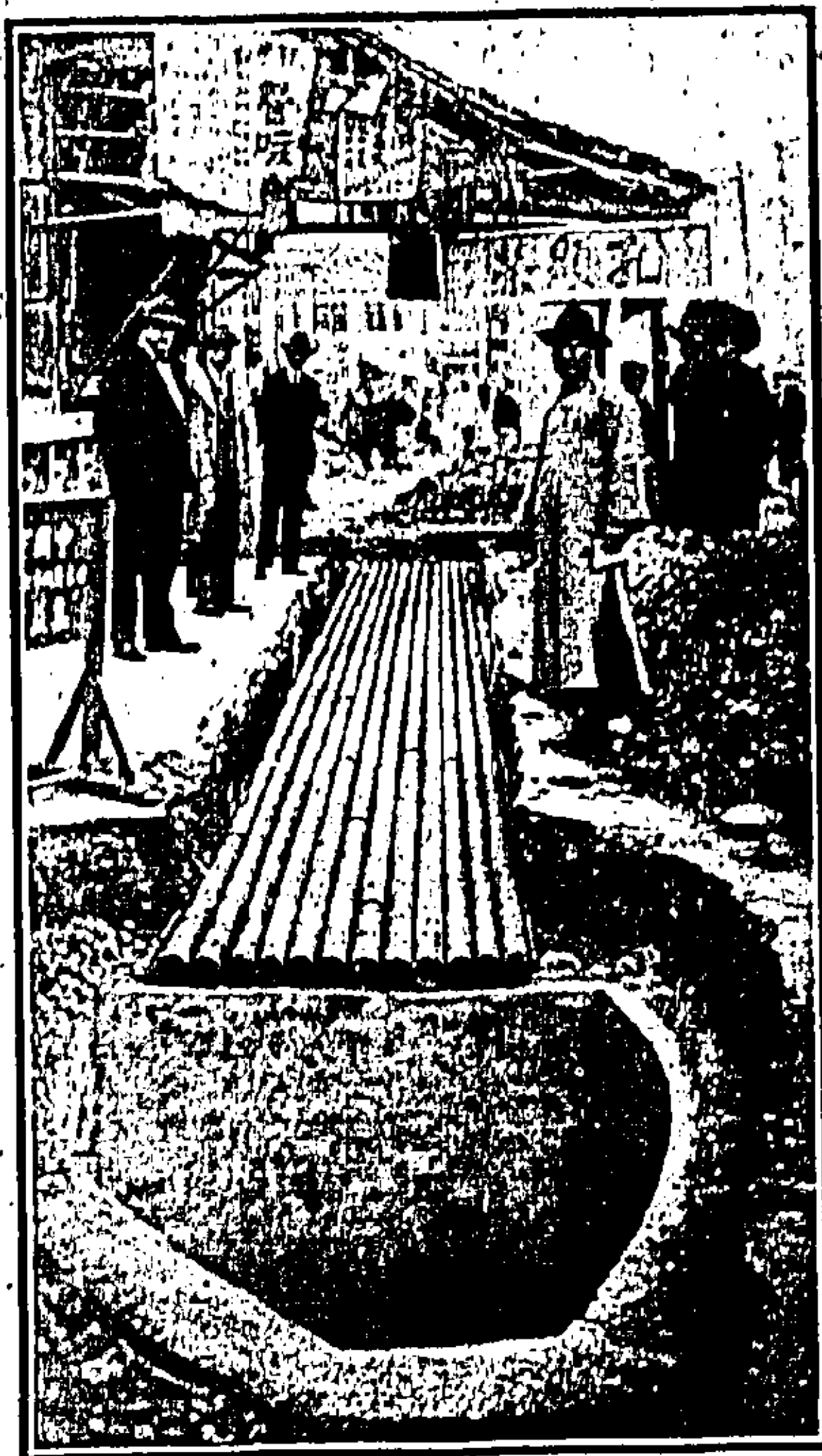
Full military honours were accorded at the funeral on Wednesday of the late Mr. and Mrs. D. J. Robson, who lost their lives in the King Edward Hotel fire disaster on Monday. On the left is seen the cortege, accompanied by members of the Scottish Company of the Volunteer Defence Corps, of which Mr. Robson was a member; in the centre is shown the scene at the graveside; while on the right is the procession of naval officers and others who attended to pay last respects. (Photos: Mee Cheung).



In connexion with its new automatic telephone service, Canton has provided a fine new central exchange, seen above. Work on the change over is now in progress.



A very businesslike looking launch is the new No. 3 Police Launch, which is seen undergoing her official speed trials. She was constructed at the yard of Messrs. W. S. Bailey and Co. Ltd.



Canton, like Hongkong, is laying down an automatic telephone service, the above picture showing cable laying in progress in the city.



Men of the U.S. Asiatic Fleet were entertained to sports fixtures by the South China Athletic Association on Sunday. At football, the Chinese beat the U.S.S. Pittsburgh by six goals to nil, and at baseball the American sailors won by three runs to one. (Photos: Mee Cheung).



The boxing team of Headquarter Wing 2nd K.O.S. Borderers, which won the Inter-Company Boxing Cup this year. (Photo: Mee Cheung).



The annual football match between European members of the staffs of the Sanitary Department and Public Works Department took place last week, the P.W.D. winning by two goals to nil. The shield, made out of a kerosene tin, was presented later. (Photo: Ming Yuen).

AMERICAN NAVAL TRAGEDY.

ADMIRAL BRISTOL'S DRIVER KILLED ON SHIP.

SHANGHAI ACCIDENT.

Shanghai, Mar. 9.
William Glassford, Jr., machinist mate, 1st class, United States Navy, and chauffeur to Admiral Mark L. Bristol, Commander-in-Chief of the U.S. Asiatic Fleet, was killed aboard the naval transport Chaumont yesterday afternoon when struck by a falling boom.

The tragedy took place at about 2.30 p.m. near the Standard Oil Co. wharf where the Chaumont is anchored. Two other American sailors who were standing near Glassford when the boom suddenly crashed to the deck, narrowly escaped death, the boom missing them by less than a foot.

Glassford was standing on the deck of the transport near the rails watching the Admiral's car being taken off the Chaumont and put on a lighter. Everything was made ready to hoist the car over the side of the transport but when the car had been lifted about 10 feet, the topping lift supporting the main boom suddenly carried away.

The boom came down quickly and Glassford did not have time to take a step before he was struck. The Admiral's chauffeur was hit over the left eye and the chest and went down like a log. He was immediately taken to the ship's hospital but died there a minute after being admitted, his skull being fractured and his chest smashed.

Glassford, who was about 31 years old, had been in the United States Navy for eight years and was popular with a considerable portion of the U.S. Asiatic Fleet. He boarded the Chaumont at Manila and was leaving the ship here to await the arrival of Admiral Bristol.

Admiral Bristol was notified of the tragedy by radio and it is expected that a Naval Court of Inquiry will be held within the next few days. It is understood, however, that funeral services for Glassford will be held on board the Chaumont to-morrow or the day after and that his body will be sent back to the United States.

THE KING GOES OUT AGAIN.

ACCOMPANIED BY LITTLE PRINCESS.

London, Mar. 15.
H.M., the King passed another good day.

Despite the persistence of cold easterly winds the brilliant sunshine enabled the King to go out in the grounds of Craigwell, although he kept to the sheltered side of the house.

Princess Elizabeth accompanied him in his outing and walked beside the bathchair for the three-quarters of an hour that the King was in the grounds.—*British Wireless.*

NEW AIR LINER SERVICE.

BETWEEN LONDON AND THE CONTINENT.

London, Mar. 15.
A new service of air liners between London, Brussels and Cologne is to be commenced by the Imperial Airways on Monday.

The service will leave Croydon aerodrome at 8.30 each week-day morning and Cologne will be reached at 1.45 in the afternoon. At this town, connections will be made with German air liners to other cities, which will be brought within less than ten hours of London.—*British Wireless.*

IMMENSE SUCCESS OF GALLI-CURCI.

PRIMA DONNA ARRIVING HERE ON MONDAY.

Madame Galli-Curci and her party are due to arrive in Hongkong on Monday by the s.s. President McKinley.

The famous prima donna is giving her concert at the Queen's Theatre on March 25th.

A telegram received from Manila this morning states that at her final concert there last night, all box-office records for the Far East were broken, over Pesos 12,000 being taken.

Dr. G. B. Harrison, of King's College, London, has accepted the invitation of the University of Chicago to be the first holder of the Frederic Ives Carpenter Visiting Chair of English.

HAIPHONG CHINESE COMMITTED.

EXTRADITION APPLICATION SUCCEEDS.

PRIMA FACIE CASE.

The case against Chan Hong-chun, whose extradition to Haiphong is sought by the French authorities of Indo-China on a charge of committing an offence against the bankruptcy laws of that country, was concluded before Mr. E. W. Hamilton at the Central Magistracy morning.

His Worship informed Mr. F. H. Loseby, who appeared for the fugitive, that the certified documents received from the French authorities were such that he was entitled to consider the point of jurisdiction of the French authorities over the matter as being established.

With regard to the other point raised by Mr. Loseby, his Worship also found that a prima facie case had been established on the charge which his Worship now defined as being "an offence against the bankruptcy laws." In this connection, his Worship ruled that "a manager may be made a bankrupt in respect of the debts of the firm."

His Worship then made the order for commitment of the fugitive to gaol until the Governor's order for his surrender. The usual respite of 15 days accompanied the Magistrate's order, to enable the fugitive to appeal on a writ of habeas corpus should he so desire.

FLOATING CASH FOR FLOATING ISLES.

STEPPING-STONES TO U.S.A. AND WEALTH.

Paris, Feb. 11.
Count Henri Baoli de Mangon, a Russian aristocrat and former officer in the late Tsar's Guard, fainted in the dock of the Bordeaux Correctional Court when the judge sentenced him to two years' imprisonment on a charge of swindling.

This Russian nobleman had an ambitious scheme for the construction of floating "islands," to be "anchored" in the ocean, as air stations for Transatlantic aviators. Count Henri, who was a Tartar Khan as well as a Guards' officer, joined the army of General Wrangel after the Bolshevik revolution. When Wrangel's white army disbanded Count Henri sought refuge in France. He was one day penniless in Bordeaux.

From Stable-Boy to Isle-Maker.

He made the acquaintance of a rich cattle breeder, named Labadie, who took pity on him and gave him the post of head stableman on his big farm.

But the count was not satisfied with this humble post. One day he confided to M. Labadie his "vast scheme" for floating aerodromes (or "fliers' stepping-stones") on the high Atlantic.

Money and High Patronage: M. Labadie was impressed and agreed to assist financially with the scheme.

Leaving his humble post on the farm, and living in style with the cattle breeder's money, the count obtained the co-operation of a French naval officer, of an official at the town hall of Bordeaux, and also of a newspaper editor who gave him valuable publicity.

Count de Mangon paid several visits to Paris, and boasted that Marshal Lyautey and the French Minister of Marine were interested in the scheme.

One day he exhibited an imposing "contract," by which the Ministry of Marine agreed to place 25 million francs at his disposal to carry out his scheme.

On the contract were many seals and ribbons and the supposed signatures of various French admirals.

Arrival of A Rival.

Much impressed, the cattle breeder gave another cheque. A few weeks later the count told M. Labadie that he had just heard that an American inventor had arrived from America with a famous French aviator, and that the American had a system for floating islands similar to his own, and intended to patent it in France.

In order to register his own system at once in both France and America, the count asked for 6,000 francs.

M. Labadie consented. But he discovered later that no patent for the "floating islands" had been taken out by the count, and that his scheme was nothing but a fraud. The police learn that the amount of the swindle was about 50,000 francs.

Inspector Frederick Storey, of Brixton police, was recently commended by the coroner "for his plucky and courageous action" in entering a gas-filled room where a lighted gas jet was burning.

COLONY'S CREDIT BALANCE.

EXCEEDED EIGHT MILLIONS IN NOVEMBER.

LOAN RECOVERIES.

For the first time for some years, the Colony's credit balance on November 30th last exceeded eight million dollars. The exact figure was \$8,279,677.39. The balance at the end of October was \$6,060,390.

It should be explained, however, that the total revenue for the month (\$3,834,839) includes \$1,963,358.77 representing recovery from Loan Funds. For the corresponding month of 1927 the income was \$2,077,745.

The revenue from January to November inclusive was \$22,839,138, as against \$19,203,495 for the previous year. The estimate for the whole of 1928 was \$20,103,390.

Expenditure during November totalled \$1,615,552, as against \$1,803,241 in the previous year, whilst the total from January 1st was \$18,546,222, compared with \$17,726,901 in 1927. The estimated expenditure for the whole of 1928 was \$22,183,045.

CHAPMAN'S VIEWS.

DURATION OF TESTS AND EIGHT BALL OVER.

Melbourne, Mar. 15.
Chapman, interviewed by Reuter, said the wonderfully happy family spirit was largely responsible for the success of the tour and absence of quarrels.

He paid a tribute to the tact of Toone, the manager of the tour, and the ability of White, both as bowler and as vice-captain. Rydner and his men had played the games in the most sporting spirit.

The only jarring notes were, the Kippax incident of December 14, and Larwood on March 2, which had been made too much of.

He mentioned Hammond's prowess, saying he had always subordinated his natural game to the interests of the side; and tributed Larwood, Tate, Duckworth, Hobbs and Sutcliffe. He suggested that the Tests in future be limited to five days, and two hours on the sixth if a result were possible.

He adversely criticised the eight ball over. He thanked all for unfailing courtesy and kindness, concluding:—"I am the happiest of men. Naturally I should like to see England finish undefeated."—*Reuter.*

OLD CURIOSITY SHOPS.

(Continued from Page 8.)

rather, in keeping them precisely what they are. No doubt there have always been such shops, or at any rate they must have existed ever since the stream of time began to show the slightest perceptible current.

The ancient Egyptians, with their great piety toward the past, must have had them, and the Chinese, always the world's most devoted antiquarians, may well have been their inventors. Undoubtedly, however, it must be counted among the more significant signs of our own times that old curiosity shops are now multiplying and prospering on every hand. In the most exacting present the world has ever seen the past is coming at last into its own.

O. S. in the *Christian Science Monitor.*

HEAVIER TAXES IN GERMANY.

TO MEET DEFICIT ON THE BUDGET.

GOVERNMENT THREAT.

Berlin, Mar. 15.

The increased taxation demanded by the budget presented to the Reichstag, and the usual party disputes, has made the debate a rather lively one, and Herr Mueller, the Chancellor to-day declared that unless the Budget was passed, the Government would resign.

Herr Mueller said that the situation in Germany was so critical that party politics ought to be kept in the background.

It was essential to introduce a Budget which would not leave a deficit. Only in this way could proof be given to the Committee of Experts dealing with the reparations problem and now meeting in Paris, that in spite of her necessitous conditions Germany would leave no stone unturned to fulfil her obligations.

It is estimated that the Budget deficit will be £18,950,000, to meet which the Government proposes to increase the tax on beer, death duties and property. It is also hoped that additional revenue will be derived from the spirits monopoly.—*Reuter.*

TONGUE TWISTERS.

ADDITIONS TO DANGEROUS DRUGS ORDINANCE.

The Governor-in-Council has declared that the Dangerous Drugs Ordinance, 1923, shall henceforth apply to the drugs benzoyl-morphine, dihydro-oxycodone, dihydrocodeinone and their respective salts and to any preparation, admixture and extract containing benzoyl-morphine, dihydro-oxycodone or dihydrocodeinone.

It is explained that the drug benzoyl-morphine, which is an ester of morphine, should not be confused with benzyl-morphine, an ether of morphine. The latter drug is occasionally used in medicine, being sold under the proprietary name of "Peronine."

The Health Committee of the League of Nations refer to dihydrocodeinone as Dicodeide (dihydro-codeinone).

WAR DEBT PAYMENTS.

BRITAIN RECEIVES OVER £6,000,000.

London, Mar. 15.
The Italian Government duly paid to the British Government to-day a sum of £2,125,000, this being the seventh instalment payable under the Italian War Debt Funding Agreement of 1926.

The sum of £125,000 in gold was released to the Italian Government, in accordance with Article VII of the Agreement.

The French Government also paid to-day a sum of £4,000,000 to the British Government as the sixth payment on account of the French War Debt.—*British Wireless.*

The Very Idea!

In his native village of Claypole, near Newark, Nottinghamshire, where 52 years ago, at the age of 12 he began work as a farm labourer, the burial took place, recently, of Mr. Harold Coulby, the British-American millionaire, who died suddenly in his bedroom at the Ritz Hotel.

Mr. Coulby, who was the son of a Claypole farm labourer, went to the United States at the age of 18. He walked 600 miles from New York to the Great Lakes, and secured a job on a cargo-carrying boat. He met Colonel Hay, who took a great interest in him, and he rose step by step until he became head of the Inter-Lakes Steamship Company. He was a great benefactor to the village, where he restored the church and built a village hall.

Labour Exchange official (to applicant for dole).—"How dare you apply for unemployment relief when you are working?"

Applicant—"I beg your pardon, sir, but I'm not working."

"But you were seen with a horse and lorry last week selling firewood."

"Well, I do think that is the limit! Selling firewood! It was me moving to a smaller house!"

[It is said that telephone girls marry young because they are healthy, have nice voices, and are able to dress well.]

When, despite the calls that

Every live and tingling wire,

I demand a certain number

Which I happen to require,

And a limpid voice and duty,

Echoes back my own to show

That the maiden heeds her duty.

Do I think of youth and beauty?

Well, to be quite candid, no!

Yet officials wise and knowing:

Only healthy maidens seek,

And the rose of health is glowing

On the operator's cheek.

While as sure as D's for Dover,

Her emolument is such

That she finds herself in clover,

And her smart get up all over

Has a quite distinctive touch.

So the young men never falter.

Yes, thrice happy they indeed,

If such maids to Hymen's altar

They are qualified to lead;

And myself will be more chary

Of becoming too enraged.

If they wed, Ann, Joyce, and

Mary,

Then a clear preliminary

In that numbers are engaged.

Judge Turner, at Westminster

County Court: The defendant

says "Prove your debt." The

Common Law of England entitles

him to say it. An invoice doesn't

prove debt.

Wilkesden Applicant: Can I

have the man upstairs stopped

from knocking on the floor, so

that flakes of plaster drop into

my tea?

Many thousands of prisoners

giving evidence for themselves

try to prove too much and get

convicted.—Mr. Hay Halkett, at

Marylebone.

"They were singing what they

called carols, but it sounded to me

more like jazz music."—A constable at Feltham, Middlesex.

"I wish I could prevent people

from coming to see me; they even

send prepaid telegrams to my

house."—Mr. Bingley, the Marylebone magistrate.

To-day's Ghost Story.—A few

weeks ago my friend and I stood

talking beneath the verandah of a

house which is surrounded by

hedges. Suddenly the steady

step of someone, coming up the

newly-gravelled path, leading

from the rear of the house, fell

upon our ears. We listened

breathlessly, wondering who could

be abroad at that hour of the

night. The crunching of the

gravel beneath the oncoming

footsteps sounded weird and

uncanny in the silent night.

Nearer and nearer came the

unknown footsteps, growing

unmistakenly louder as they came.

When we thought the walker

was abreast of the verandah, we

looked out to see who he was.

Almost unconsciously a gasp

escaped our lips. The footsteps

abruptly died away on the spot.

There was no one there! Filled

with curiosity, we immediately

made a tour of inspection, but

saw no one.

The Phantom Footsteps remain

an unsolved mystery.

The taxi driver up and an old

gentleman in a large fur coat got

out.

The taxi-driver glowed with

expectation. He made himself

useful, and then, after receiving

his usual fare, was given six-

pence for his trouble.

After glancing for a moment at

the coin, the taxi-driver in a

surly voice—"What's this for,

guv'nor?"

The old gentleman peered up

into the driver's face and replied,

"Well, judging by your nose, it's

for a drink!"

Wm. Powell, Ltd.

Telephone C. 4578.

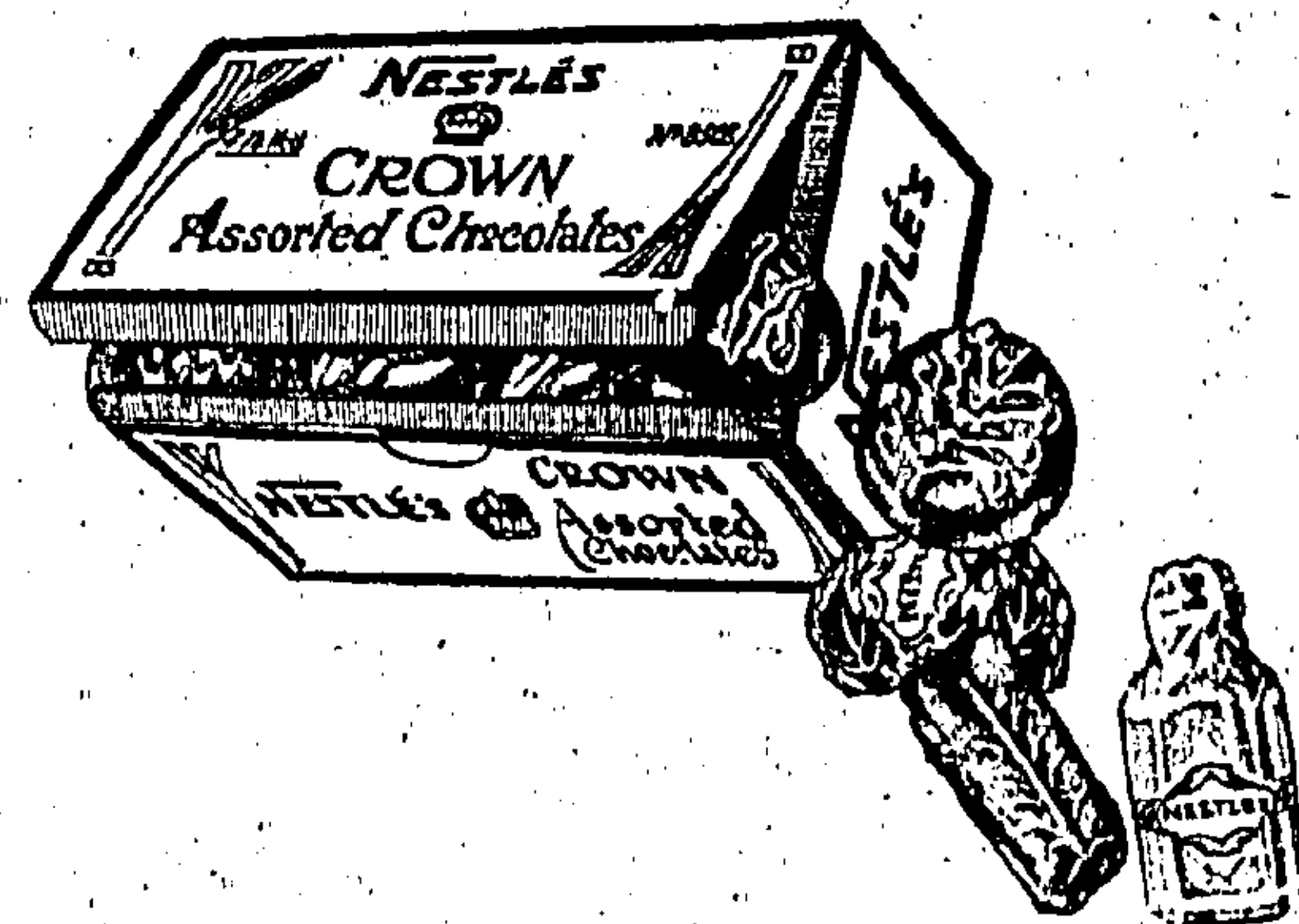


The up-to-date man appreciates the distinctive qualities of "ATLAS" productions. Specify "ATLAS" and get the correct styles.

New Shirts now Showing for Day or Evening Wear, by the Sole Agents.

Wm. POWELL, Ltd.

10, Ice House Street.



REPULSE BAY HOTEL.

SPECIAL ATTRACTION

TO-NIGHT, March 16th

and

TO-MORROW, March 17th

TALENTED DANCE ORCHESTRA

from

U.S.S. PITTSBURGH

(14 Versatile Artists).

THE HONGKONG AND SHANGHAI HOTELS, LTD.

TO-DAY ONLY. At 2.30, .20, 7.15 and 9.15 p.m.

"KOSHER KITTY KELLY"

With



VIOLA DANA, VERA GORDON and NAT CARR

Love adventure, pathos, drama, and an avalanche of laughs.

AT THE MAJESTIC

NATHAN ROAD, KOWLOON.

MRS. S. UZUNOYE

MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

27, Queen's Road C, 2nd floor.

QUEEN'S THEATRE

SPECIAL ENGAGEMENT

FOR 2 DAYS ONLY

Billy Dean

THE CELEBRATED LANCASHIRE COMEDIAN

and

Topsy Lee

LONDON'S MINIATURE SOPHIE TUCKER

IN A SERIES OF
PANTOMIME AND
BURLESQUE ITEMS.

To-Morrow & Monday

AT ALL PERFORMANCES
USUAL PRICES.

THEATRE ROYAL.

THE HONGKONG AMATEUR
DRAMATIC CLUB

will present

"THE DOVER ROAD"

A comedy in 3 Acts by

A. A. MILNE.

6th, 9th, 11th, 12th & 13th April,
at 9.15 p.m.

50% of the profits will be given to
THE MINERS' FUND.

BOOKING AT ANDERSON MUSIC CO.
from 23rd March.

Prices: \$3, \$2 & \$1.

HARMSTON'S CIRCUS

AND

ROYAL MENAGERIE

Situated at MONGKOK (KOWLOON)

Last Few Nights.

Last Few Nights.

Positively Last Performance Sunday 16th MARCH

A SPECIAL GRAND GALA PERFORMANCE

Will be given in Aid of

THE TUNG WAH HOSPITAL

Saturday 16th. March at 9.15 p.m.

When 50% of the Gross Takings
Will be Given to the above Institution.

The Following Gentlemen Have Kindly Consented to
be Patrons on This Occasion.

The Hon Mr. R.A.C. North Secretary for Chinese Affairs
The Hon Sir Shouson Chow, Kt.
The Hon Dr. E.H. Kotewall, C.M.G.
The Hon Dr. S.W. Ts'o, O.B.E.
Sir Robert Ho Tung, Kt.
And The Directors of THE TUNG WAH HOSPITAL.

PRICES AS USUAL
BOOKING AND PLAN AT MOUTRIE'S.

Buses and Taxis pass the Circus Tent
Last Ferry To Hongkong 12-45 a.m.

"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best

From all leading Compradores.

Be Guided by the Quality—Not the Price.

THE WORLD OF SPORT



SHAMEEN FOOTBALL.

THE WATSON SHIELD FINAL.

The last match of the season was played on the Shameen Football ground on Thursday afternoon when H.M.S. Seamew won the Watson Shield by defeating the Shamene Sports Club by one goal to nil in the final.

It was an excellent match to watch and a fitting end to a very successful season. There was very little to choose between the two sides and the Seamew were certainly lucky to get in the winning goal. Shamene, on the other hand, was decidedly unlucky throughout. First of all, owing to several recent transfers they lost a number of their best men just before the final. Then again in the match the Seamew played their usual very robust game and seemed to be favoured time and again by luck. In the first half, Shamene missed scoring by a few inches on several occasions.

The game was throughout extremely even; there was no score at all in the first half and it was about ten minutes after resuming that Seamew managed to put in their one and only goal from a netee just in front of the Shamene goal.

The Shamene defence was brilliant, and Lay, the goalie, made some splendid saves. Liner, at right back, and Rasmussen at right half, both played outstandingly good games. The Shamene forwards, however, were somewhat weak and did not seem to come up to their previous high standard—the two outsiders especially missing many opportunities.

The teams were:

H.M.S. Seamew.—Chapman; Forrest, Horn; Leeson, Goodman, Grimdell; Thompson, Smith, Cecil, Mitchell and Alderman.

Shamene Sports Club.—A. T. Lay; J. Linaker, Nogelzig; R. Rasmussen, Brown, O. Friessner; Grant, E. H. Shekury, F. E. W. Lammert, Geo. Duncan, Jr. and Hachfeld.

H.M.S. Seamew have not only won the Watson Shield this season, but they have also come out at the top of the League, not having lost a single match. H.M.S. Tarantula won the Shield last season, when the Shamene Sports Club were at the top of the League.

Owing to various postponements and to the unfortunate accident to H.M.S. Moth it has not been possible to complete the League this season and only two teams have played the full 12 matches. However, even if all the teams had completed their games it would not have altered the position of H.M.S. Seamew at the top of the League. The table is:

	P.	W.	D.	L.	Pts.
Seamew	12	7	6	0	28
Cicela	12	3	4	5	13
Shamene S.C.	9	4	1	4	17
Lusitano R.A.	11	4	1	6	22
Moth	7	2	4	1	13
Tarantula	8	2	4	3	13
Mooren	8	2	1	5	9

TENNIS IN CANTON.

LADIES CHAMPIONSHIP FINALS.

Mrs. C. E. Watson on Thursday won the final of the Ladies' Singles Open Championship of South China by defeating Miss Virginia Bick by two sets to one—6/3, 6/7, 6/6—on the courts of the Chinese Citizens Athletic Association in the First Public Park, Canton.

Mrs. Watson was absolutely at the top of her form and played a really brilliant game; had she not done so, she might well have lost the match, for Miss Bick is a tennis player of no mean ability, having held a States Championship in the U.S.A. before coming out East.

Miss Bick played a very steady game throughout, but was beaten by the accurate placing of her opponent, who time after time won points with brilliant shots down the side lines or lobbed over her head.

Mrs. Watson, together with Mrs. Geoffrey Agutter, already holds the South China Open Championship for the Doubles which they won last week when they defeated Miss Wong and Miss Tang Chi-ho.

Last year was the first in which the Open Championships for South China were played and at that time there were only men's singles and doubles, both being won by members of the Shamene Lawn Tennis Club. Mr. J. S. McEachran winning the Singles and together with Mr. A. T. Lay the Doubles. This year, open events were also held for ladies and though the Shamene Lawn Tennis Club did not manage to retain either of the men's events, they have been well served by their lady members, Mrs. Watson and Miss Hogg who

LAWN TENNIS.

GOLDMAN BEATS LAWRIE IN OPEN SINGLES.

In the only match in the Open Championship yesterday L. Goldman, who has only recently returned from Shanghai, played off his second round tie with J. G. Lawrie in the Open Singles and won in four sets, the last going to fourteen games before a decision was reached.

There were several club matches played off, Sewell qualifying to meet McEachran in the semi-final of the Club Championship by defeating Lieut. Col. Wyatt in two sets. McEachran received a walk over from Owen Hughes, who has retired from the tournaments.

The Results.

The results of yesterday's games were as follows:

Open Singles.—L. Goldman beat J. G. Lawrie 6-4, 6-3, 1-6, 8-6.

Club Championship.—G. W. Sewell beat Lieut. Col. Wyatt 6-2, 6-3.

Handicap Singles "A."—J. A. Summers (rec. 2/0) beat D. H. Hazell (owe 16/1) 6-1, 6-4; Lieut. D. Smith (rec. 2/0) beat W. L. Dunbar (Scr.) 6-8, 6-2, 6-2.

Handicap Singles "B."—W. A. Stewart (rec. 6/0) beat J. M. Norris (rec. 4/0) 9-7, 6-1.

Mixed Doubles.—L. Forster and Mrs. Stark (owe 15) beat J. Barrow and Miss Hancock (rec. 3/0) 6-2, 6-1; Lieut. D. Smith and Mrs. Smith (owe 4/0) received a walk over from Mr. and Mrs. J. N. Owen.

Attractive Matches.

A series of attractive tennis matches will be played on the Chinese Recreation Club ground to-morrow afternoon when the Club will entertain a team from the United Services Recreation Club, as well as an exponent of repute from the U. S. S. Milwaukee.

The Chinese will play a team of six of their strongest men against a combination drawn from among the members of the U. S. S. C. C. who will be represented by some of the best players in the Colony. The hosts will be represented by M. K. and M. W. Lo, Ng Sze-kwong and Ho Ka-tai, Horace Lo and Lu Tak-cheuk.

At the same time a match will be played between Commander C. C. Gill of the U. S. S. Milwaukee, and T. Honda, the holder of the Singles Championship of the Colony. Commander Gill played during the fleet's visit to Manila and made a great impression.

The Club match is due to start at 2.30 p.m. and the singles at 3.30.

LOCAL HOCKEY.

The following will represent the Hongkong Hockey Club first eleven in their match with the Somerset Light Infantry on the U.S.R.C. ground at 5.15 p.m. on Wednesday.—W. K. Tait, W. Woodward, J. Edgar, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, H. V. Parker, R. K. Valentine, G. E. R. Divett, G. R. Vallack and C. C. Francis.

The second team, to meet the Punjab Regiment on the Marina ground at 5 p.m. on Monday, will be:—R. W. Sapsed, R. R. Todd, L. F. Nicholson, A. J. W. Ashby, A. Botelho, E. R. West, A. N. Other, W. A. Nowers, G. R. Vallack, A. A. Dand and T. J. Price.

THE WATERLOO CUP.

SIX TO ONE AGAINST WINNER.

London, Mar. 15.
In the Waterloo Cup final course, A. Gordon Smith's "Golden Surprise" beat H. Bell's "Bassoon." Betting was 6 to 1 against the winner.—*Reuter.*

ARNE BORE AGAIN.

ESTABLISHES ANOTHER SWIMMING RECORD.

Suez, Mar. 15.
In the municipal sea baths, Arne Bore swam 660 yards in 6 minutes, 57.2 seconds, a world's record.—*Reuter.*

Owing to overcrowding, 60 patients are to be transferred from North Middlesex Hospital, Edmonton, to schools at Enfield.

have secured both the Open Ladies' Championships.

As in the case of the men's events, cups will be put up for the ladies' events by the American Association. These will be held by the winners for one year, a small replica being given personally to the winner each year.—*Our Own Correspondent.*

CITY BUS SERVICES.

(Continued from Page 1.)

lakhs vis-a-vis the previous year—such reduction being due to the income from sale of property, less payments towards the completion of the Peninsula Hotel.

There appear to be no further items calling for explanation, and trust that shareholders will approve of the appropriations recommended by the Board. The financial situation does not warrant the distribution of a dividend for the year under review, and approval of the Board's recommendations will have the effect of considerably strengthening the Company's position.

Hongkong Hotel Site.

With regard to the disposal of the old Hongkong Hotel site (North Block) and No. 16 Des Voeux Road, your Board gave careful consideration to the matter of developing these sites, and financial facilities were available for reconstruction purposes, but in view of all the circumstances, your Board decided to dispose of the property. It was considered that on the opening of the Peninsula Hotel, Kowloon, the Company would be in possession of an up-to-date establishment replete with all the most conveniences offering a superlative degree of comfort to guests. The financial "lock-up" in land alone, in connexion with a reconstructed Hotel on the old Hongkong Hotel site (North Block), would heavily militate against the erection of an establishment capable of comparison with the Peninsula Hotel. Moreover, the South Block—containing the present Hongkong Hotel—appears adequate to cope with the volume and class of patronage its centralised location attracts.

It is unnecessary for me to enter into a lengthy dissertation on the merits of the Peninsula Hotel, as shareholders and the general public have had adequate opportunity of gaining first-hand information by visiting that establishment. Regarding the financial benefits to be derived from this Hotel, I am pleased to inform you that the measure of patronage accorded thereto is very gratifying, and endorses the action of your Board in embarking upon a project which gives the Colony an up-to-date establishment capable of fulfilling the requirements of the most exacting, and of handling the heavy volume of transient traffic carried by the passenger steamers which, virtually, berth at its door-way.

Automotive Transport.

I am pleased to be able to state that, during the year under review, your Company was successful in obtaining a concession for the extension of its motorbus services through Queen's Road from Tai Hang village to Kennedy Town. Although this service was initiated in the beginning of the last quarter of the year under review, we were not in a position to run a full-time service until the early part of January of the current year. I am pleased, however, to be able to state that this new venture proved a success from its inception, and in measure of support accorded to it bears eloquent testimony to the fact that there was a crying need for what I may term a "de luxe" bus service through the central part of the city.

Shareholders will doubtless have read with interest leading articles and correspondence appearing in the local press during the past few weeks on this subject, and whilst I am naturally disinclined to make any statement possible of controversial interpretation, I deem it requisite to trace in brief the facts relating to the inception and subsequent growth of the bus services operated—very efficiently I think I may fairly say—by your Garage Department.

In the year 1918, one of the enterprises your Company had in hand was the construction of the Repulse Bay Hotel, at which time the motor roads of the island were very limited, and in fact the "round-the-island" road was then still under construction, it not being possible to motor further than Little Hongkong on one side of the island and Shaukiwan on the other.

Offer to Companies.

The opening of this road to traffic synchronised with the opening of the Repulse Bay Hotel, and it became imperative for this Company to find some regular means of transit in order to meet the public demand for cheap and expeditious transport between the city and the south side of the island. In these circumstances, your Managing Director approached the local concerns engaged in that particular class of business, but I regret to say he received very slight encouragement notwithstanding the fact that your Company was at that time prepared to subsidise such Companies against a loss on working covering a reasonable period.

It being understood that in the early stages at least a motor bus service would not prove profitable. Despite all efforts in this direction, no support was forthcoming, and it therefore became necessary for this Company to inaugurate its own motorbus and motorcar service, and six buses were ordered and arrived in the Colony on the 26th January, 1922. In the first

MR. A. G. M. FLETCHER, KNIGHTED.



Amongst the Birthday Honours List was included the name of Mr. A. G. M. Fletcher, former Colonial Secretary of Hongkong, who was made a Knight Bachelor. The new knight is at present Colonial Secretary of Ceylon, a post held by Sir Cecil Clementi prior to his appointment as Governor of Hongkong.

SEGRAVE'S FEAT.

TRIBUTE BY PRINCE OF WALES.

London, Mar. 15.
The Prince of Wales, speaking at the Institute of Transport last night, paid a glowing tribute to Major Segrave's great achievement. The Prince said—"Major Segrave had already two years ago put up a record, and it was not as if he was new to the game. He knew what it was. He left this country with a car he had never been able to try out. I am sure all of us take off our hats to him—a very brave man, and a very fine sportsman. We can only sympathise with him that the only thing which marred his great triumph was that his opponent was killed. I am sure we will sympathise with Major Segrave, because he must have felt it more than anybody."—*British Wireless.*

After the Motor-Boat Record.

Daytona Beach, Mar. 15.
Major Segrave is leaving for Miami to-day to compete with Mr. Garwood for the motor-boat speed championship, the world record for which is at present held by Mr. Garwood's "Miss America," namely 92 miles an hour. Major Segrave's boat is the "Miss England"—*Reuter's American Service.*

Charged with having murdered her three-months-old child by drowning it in three inches of water in a bath, a woman at Notts Assizes was found not guilty and discharged.

At a cost of £3,000 a choir vestry, committee and muniment rooms will be built at Chelmsford as a memorial to Canon Lake, sub-dean of the Cathedral and for 34 years rector of the parish.

such service. In this instance the Company's request was granted, and as I have already mentioned, not only has the service in question been inaugurated, but I am pleased to say, it is working satisfactorily and the support accorded to it has been such as to make it necessary for your Board in the course of the next few months to materially increase the number of vehicles on the route. It is a matter of regret to your Board that they are not in a position to recommend a distribution in respect of the working of the past year, but I may say that the Company appears now to have weathered the difficulties of the past four years, and as a result of the continuous augmentation of its resources, is in a strong position to-day.

With the opening of the Peninsula Hotel heavy capital payments cease, and the cash revenue of the Company being considerable, a material reduction in the indebtedness to our bankers should not be a matter of great difficulty. Consequently I have every hope that the Company will revert to a dividend distributing basis in the near future.

Another Application.

In 1927 this Company again approached the Government on the matter of the Queen's Road Service, particularly having regard to the fact that the Company had been in receipt of petitions from the residential Chinese community at each end of this route requesting the Company to inaugurate some

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EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 15	June 22
EMPERESS OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPERESS OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPERESS OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPERESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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ATHOS II...	7th May.	SPHINX...	7th May.
D'ARTAGNAN...	21st May.	ANGOR...	21st May.
SPHINX...	4th June.	ANDRE LEBON...	4th June.
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BRITISH CONTROL

ACTION BY THE BURMA CORPORATION.

London, Mar. 15.
The precedent established by the General Electric Co. has been followed by the Burma Corporation, as a sequel to the acquisition of a large block of Burma shares by American interests early in the year.
The Burma board has informed shareholders of the terms of lease under which the Corporation holds property from the Secretary of State for India. These require that the Corporation remain under British control, and certain officers must be British. The board therefore is convening meetings to insert new clauses, approved by the London Stock Exchange, laying down British control as a cardinal principle, providing that the chairman, managing director and majority of other directors, the secretary, and managing agents must be Britishers; no foreigners or foreign corporation being entitled to vote on a poll at a shareholders' general meeting.
The Financial Times suggests that legislative action is desirable with regard to British control of vital industrial utility enterprises, and quotes Sweden's action in this connexion.—*Reuter.*

STEAMER SINKS.

LOSS OFF THE COAST OF ALGERIA.

Oran, Mar. 15.
The Belgian tanker Scheldt, bound from Antwerp to Shanghai, with a general cargo, struck a submerged wreck near Vesta Rock, Plane Island, and sank in thirty fathoms.
The crew were saved.—*Reuter.*
[The Scheldt, built in 1897 at Hull, was a steel screw steamer of 5,092 tons, registered at Ghent, and owned by the Zeewaar Maatschappij "Scheldtstroom." She was formerly the s.s. Othello.]

THE KUOMINTANG.

OPENING SESSION OF THIRD CONGRESS.

Nanking, Mar. 15.
The Third Kuomintang Congress opened at 10.30 and closed at 11.15. The most conspicuous arrival was Marshal Li Chai-sum, who was the target of the cameramen.
Before the opening of the ceremony, the acting General Secretary, Yeh Chueh-ang, announced that 211 delegates were present, making a quorum. He also announced that Hu Han-min had been elected temporary chairman.
Marshal Chiang Kai-shek sat alone in the front row of seats busily scanning a manifesto he is issuing to-day in connexion with the abolition of the generalissimo.
Hu Han-min was applauded when he took the chair and delivered his opening address, wherein he stated that the Congress was the first organ of the party. He stated also that all matters connected with foreign affairs, as well as military and political affairs, would be decided thereat and that it would supervise the carrying out of the party's programme.
Complete Unification.
Hu Han-min stated that although the country had been unified in many ways the Government and the party had not been able to carry out their programme, and it was therefore urgently necessary that the delegates should use their united efforts to bring about complete unification in fact as well as in name. They should use their time for the discussion of the solution of vital problems and not waste it on petty issues.
It is understood that there will be a preparatory conference this afternoon, continuing for the next few days for the election of a chairman, a committee and a number of sub-committees, which will examine the proposals to be

THE KELLOGG PACT.

ONLY JAPAN STILL REQUIRED TO RATIFY.

Washington, Mar. 15.
The Chinese Legation announces that the Nanking Government has ratified the Kellogg Pact.
It is understood that only Japan, out of the original fifteen signatories, has not ratified.—*Reuter.*
brought to the attention of the Congress.
The Congress is expected to last more than a fortnight. The proceedings have been very orderly. Nanking is bedecked and aeroplanes flew over the auditorium during the ceremony.—*Reuter.*
First Business Session.
Nanking, Mar. 15.
The first business session of the Kuomintang Congress was held this morning. It is learned there was also a committee meeting this afternoon for the purpose of examining the credentials of the delegates, and a similar meeting will be held to-morrow. It is reported it is considered unnecessary to hold any preparatory conference for the election of personnel to the committee, which will be the same as proposed by the Central Executive Committee, including Hu Han-min, Tan Yankai, Li Shih-tseng, Tsai Yuan-pei, Chang Ching-kiang, Chiang Kai-shek and others.
Chiang Kai-shek originally intended to issue a manifesto dealing with the abolition of the headquarters of the First Group Army, and the opening of the Congress, but it is learned he has made important changes in the manifesto, which will be issued in the form of an interview.
A large number of soldiers are patrolling the streets, but the capital is quiet.
A number of Government and Party leaders have wired to Feng Yu-shiang urging him to attend the Congress. At present it is unknown whether he will be attending.—*Reuter.*

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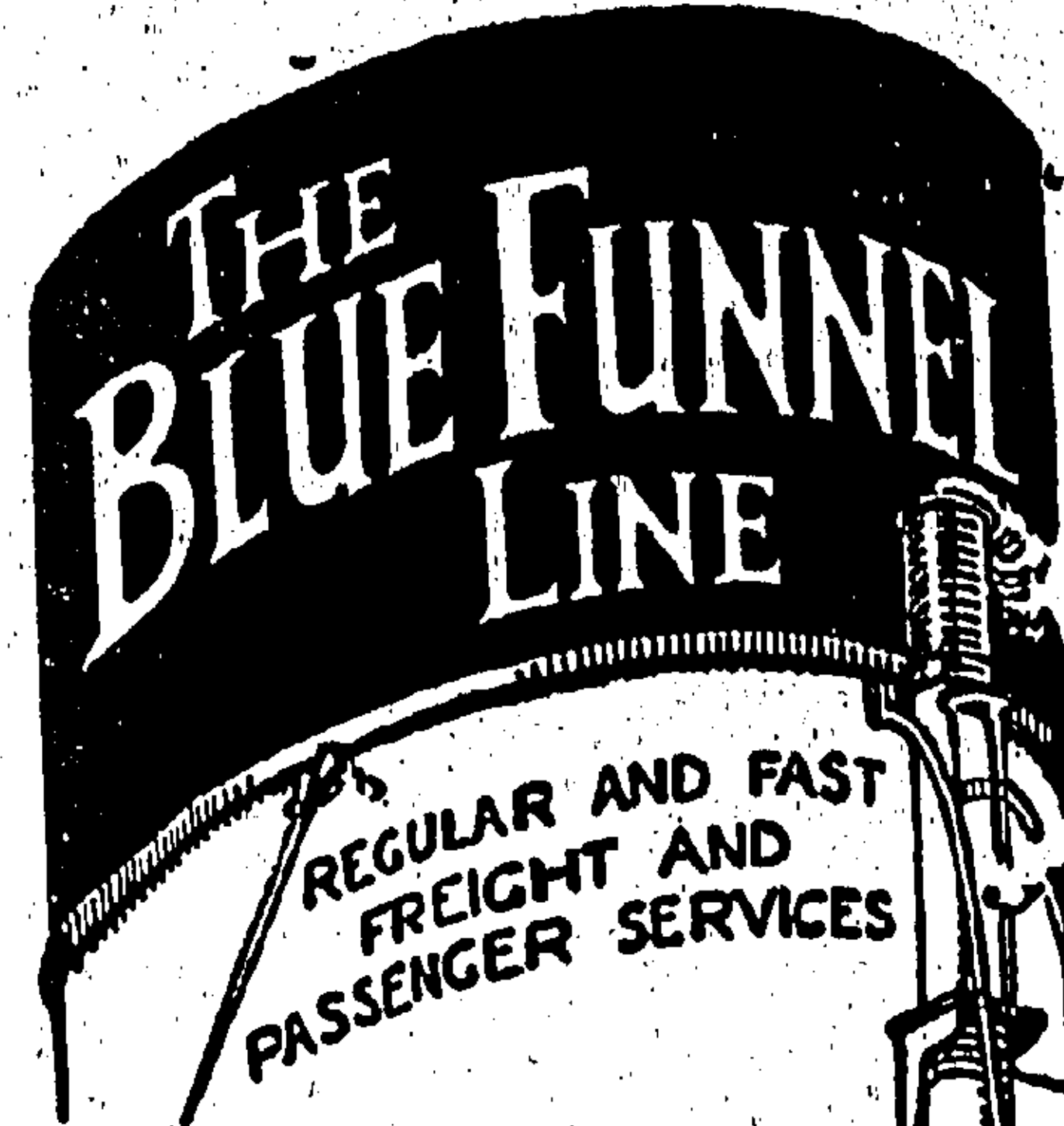
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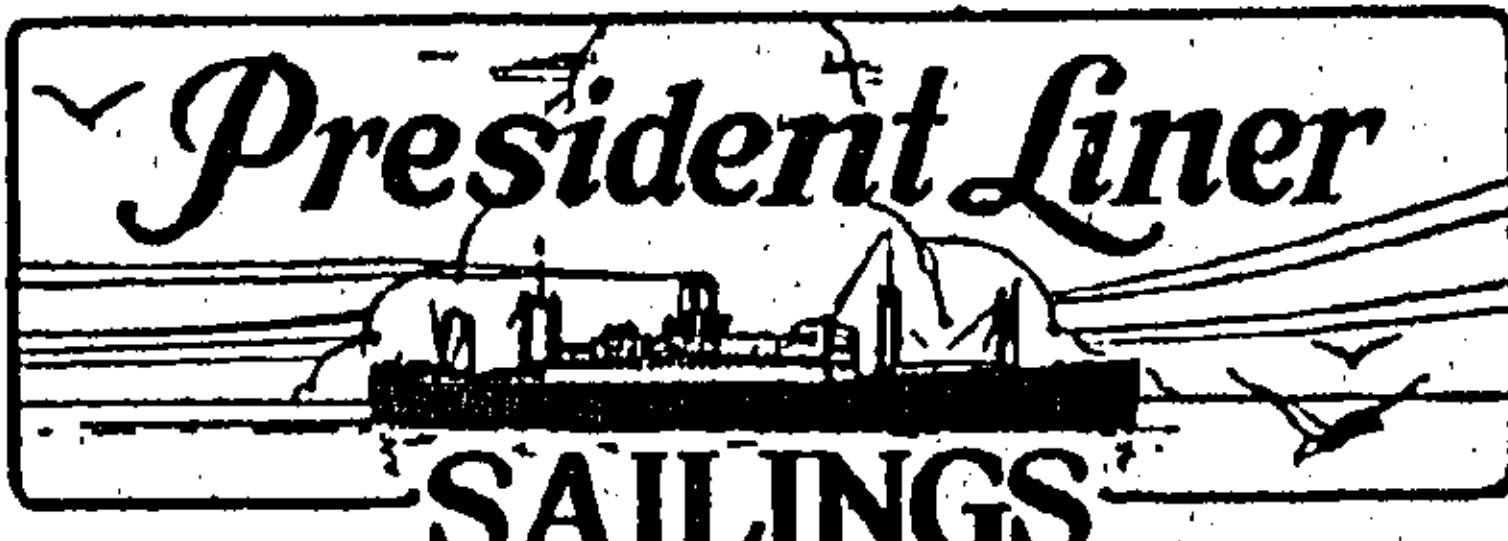
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Pres. Monroe	Sun., Apr. 7th, 8 a.m.	Pres. Hayes	Sun., May 10th, 8 a.m.
Pres. Wilson	Sun., Apr. 21st, 8 a.m.	Pres. Polk	Sun., June 2nd, 8 a.m.

To Manila

Pres. Jefferson	Mar. 16th, 6 a.m.	Pres. Lincoln	Mar. 30th, 6 p.m.
Pres. Johnson	Mar. 24th, 8 a.m.	Pres. Monroe	Apr. 7th, 8 a.m.
Pres. Grant	Mar. 26th, 6 p.m.	Pres. Cleveland	Apr. 9th, 6 p.m.

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HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong	Due to Sail
TAIPING	In Port	15th March
CHANGTE	9th April	16th April
TAIPING	7th May	14th May
CHANGTE	11th June	18th June

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "MERIONES"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 14th March, 1929.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th March, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd April, 1929, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th March, 1929.

SERVICES CONTRACTIBLES DES MESSAGERIES MARITIMES.

The Steamship, "PORTHOS"
Arrived Hongkong on 14th March, 1929.

From MARSEILLES &c. also bringing cargo from Bordeaux, Cognac &c. ex s.s. "Teban".

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday the 22nd March, 1929, or they will not be recognised.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI VIA SWATOW & SHANGHAI	Yalshing Hankang Chukwang Kwongwang	Sun. 17th Mar at 7 a.m. Wed. 20th Mar at 7 a.m. Sun. 24th Mar at 7 a.m. Wed. 27th Mar at 7 a.m.
TO KOBE VIA AMOI, MOJI & KOBÉ	Fookwang	Sun. 17th Mar at 7 a.m.
TO OSAKA VIA AMOI, MOJI & KOBÉ	Yuenwang	Satur. 23rd Mar at 7 a.m.
TO STRAITS & CALCUTTA	Hosang Kutang	Satur. 16th Mar at 3 p.m. Satur. 23rd Mar at 3 p.m.
TO SANDAKAN	Hinsang Mauwang	Sun. 17th Mar at 10 a.m. Fri. 5th Apr at 3 p.m.
TO TIENTSIN	Cheongshing	Satur. 30th Mar at noon.
TO CANTON	Hangwang	Mon. 18th Mar at 8 p.m.

For freight or passage apply to:-

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

GLEN LINE.

Hongkong to London £82.
TO LONDON, ROTTERDAM & HAMBURG VIA STRAITS & COLOMBO.
Motor Vessel "GARRY" ... 3rd Apr.
Motor Vessel "GARRY" ... 1st May.
Motor Vessel "GARRY" ... 29th May.
Steamship "GARRY" ... 28th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENSHIEL" ... 16th Mar.
Steamship "GLENSHIEL" ... 1st Apr.
Motor Vessel "GLENSHIEL" ... 13th Apr.
Steamship "GLENSHIEL" ... 29th Apr.
Steamship "GLENSHIEL" ... 11th May.

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SAILINGS FROM HONGKONG

S.S. "CITY OF DUNKIRK" ... via Suez Canal 18th Mar.
S.S. "LAOMEDON" ... via Suez Canal 10th Apr.
S.S. "RHEXENOR" ... via Suez Canal 8th May.
S.S. "CITY OF LILLE" ... via Suez Canal 17th May.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice

For freight and particulars apply to:-

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

CONSIGNEES' NOTICE.

HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN and GENOA.

The Steamship, "OLDEKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st March, 1929, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 20th March, 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th March, 1929.

As the cost of heating the L.C.C. tramcars would be at least £50,000, with a heavy maintenance charge, the proposal has fallen through.

Many hardy plants, not being specially protected, reached the Royal Horticultural Society's show at Westminster in a frozen state during the recent cold spell.

At a solemn requiem Mass at St. James's Church, Spanish-place, W., for the late Queen-Mother of Spain, the Earl of Granard represented the King.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10 a.m. on Tuesday, the 19th March, 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOES, Agent.

Hongkong, 13th March, 1929.

SHIPS AGROUND.

ONLY ONE FOOT OF WATER ON WEST RIVER.

All ships coming in from Wuchow the last few days reported that the water up the West River is very low, especially near Samshui. It is understood that there is only one foot of water in some places, and, in consequence, almost every vessel has been in difficulties at some time or other during the week.

The s.s. Delhi is reported to be aground at Samshui and another vessel, the name of which is not known but which, in the opinion of those who saw her fast, does not touch at Hongkong, is said to be aground near Wangmoon. A Police launch is also reported to be standing by.

The s.s. Fook On left Wuchow just before the s.s. Tai Hing, and although the former arrived in port at about 2 p.m. yesterday there was no sign of the Tai Hing up till 4 o'clock.

A COUNTER CLAIM.

(Continued from Page 2.)

Mrs. Brewer Cross-Examined.

Answering Mr. Strellett, Mrs. Brewer said she would not call herself a senior partner of the American Trust, but she admitted she signed for the firm. The American Trust was not responsible for the Instone Bank note issue.

After speaking with regard to previous alleged thefts, Mrs. Brewer was closely questioned with regard to the articles allegedly stolen in connection with the case, these including an "elaborately embroidered petticoat" and embroidered combinations.

Mr. Strellett: Do people wear petticoats?

Witness: You are a married man and ought to know.

When Mr. Strellett suggested that not a single article represented a genuine loss, Mrs. Brewer disagreed and stated that the claim was bona fide.

In another part of the cross-examination, Mrs. Brewer stated that Mr. Simmons had referred to the guests as "girls."

Mr. Strellett asked whether Mrs. Brewer would be astonished to hear that one of the "girls" was between 65 and 70 years of age.

Mrs. Brewer replied that the "girl" in question played tennis very well.

Flower Found.

Evidence was given by Sergt. Rozesky as to searching No. 33, Sharp Street East, where there were two sisters. Witness said that Mrs. Brewer, when she saw the imitation flower there said "it was her concrete evidence and she would deduct the value of the goods stolen from her board."

One of the sisters immediately claimed the flower but suggested that the police should take it for the time being.

Sergt. Rozesky said that Mrs. Brewer was not satisfied with the search, so a second search was made. He considered that the premises had been completely and thoroughly searched. As far as he knew, none of the allegedly stolen property was found as the loss of the flower had not been reported. He had no reason to doubt that he was searching the premises of perfectly innocent parties.

The hearing was adjourned until Tuesday afternoon, March 26, and his Lordship also reserved the afternoon of the following day for hearing.

DR. TAGORE.

LUNCH AT GOVERNMENT HOUSE.

Dr. Rabindranath Tagore, the famous Indian poet and philosopher, who arrived in Hongkong on the s.s. Naldera yesterday morning, was lunching with His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., who was, according to the great poet, "one of the most cultured Englishmen he had ever met in the Orient."

Objects of Tour.

The object of Dr. Tagore's visit to Canada and the United States, it is understood, is to represent India in the National Council of Education at Vancouver, where he will stay from April 5 to 13, giving a lecture on "The Philosophy of Leisure." From there he will proceed to the University of Southern California, where he has been invited to lecture on poetry, art and literature. He will be there for approximately six weeks.

The main purpose of his tour, it is learned, is to collect funds to create a women's university at his present institution, Shantiniketan, "the abode of peace." His health permitting, he will proceed to England to deliver the Hibbert lectures. It is considered a great honour for an Asiatic to be asked to deliver these historical lectures.

Dr. Tagore is not in good health and had been advised by the doctors not to make the trip. The West, however, think that he has a message for them, and at their request, Dr. Tagore is now on his way to give his message of the East to the West.

Guest at Tea Party.

Dr. Tagore was the guest of honour at a tea party given by the Sindi Hindu Merchants' Association at China Building yesterday evening. Mr. Melwan, the secretary, in his speech, welcomed Dr. Tagore and expressed the hope of seeing him again on his way back from Canada and the United States. On behalf of the Association he presented Dr. Tagore with a sum of money contained in a silver box, as their contribution toward the fund for the women's university.

Replying in English, Dr. Tagore expressed his heartfelt gratitude for the gift, and then went on to explain the object of his institution and the message he had for the West. He was weak in health and was getting old, he said, but he had by dint of hard work won some recognition, for which he was proud, not only for himself, but also for the sake of his country and his continent. He said that there was a time when people of other countries came to Asia to hear the word of wisdom, but at present it was just the reverse.

He appealed to them to give him their co-operation, for his cause was also theirs, he said. He was appealing to them not merely for the sake of the cause, but if they had any pity for him they would lend him their whole-hearted support.

After the party broke up, Dr. Tagore immediately left for Repulse Bay Hotel as he had to rise early to be on board when the Naldera sails at dawn.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From JUNKIRK, LONDON & STRAITS.

The Steamship, "BENMACDHUI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st March, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 4th April, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th March, 1929, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 14th March, 1929.

ROYAL WEDDING.

SCANDINAVIA MAKES GREAT PREPARATIONS.

London, Mar. 15.

Scandinavia is most excited over the Royal wedding, and Oslo is filling up with Royal guests.

The Duke and Duchess of York en route, breakfasted at the British Embassy in Berlin, and inspected the ex-Kaiser's palace. This is the first post-war British Royal visit to Berlin. The public did not recognise them driving in the streets. They are leaving for Oslo to-night.

Ice in the Baltic may delay their arrival by a day.

A week's festivities are proceeding at Stockholm, whether the Norwegian Crown Prince has gone to fetch his bride. Neither the King nor Queen is present, being on the Riviera and at Rome, respectively.

The festivities at Oslo include a banquet at the British Embassy, attended by their Norwegian Majesties, the Duke and Duchess of York, and the Norwegian Premier and his wife.—Reuter.

London, Mar. 15.

The Duke and Duchess of York, who are on their way to Oslo to attend the wedding of the Crown Prince of Norway, arrived in Berlin this morning.

Their Royal Highnesses, who are travelling incognito, were met at the station by the British Ambassador, Sir Horace Rumbold, and will spend a day in Berlin, continuing their journey to Oslo to-night.—British Wireless.

THE FRENCH NAVY.

NEW SHIPS AUTHORISED BY THE SENATE.

Paris, Mar. 15.

The Senate, by a vote of 572 to 23, has passed a bill authorising the laying down of one cruiser of 10,000 tons, six destroyers of 2,400 tons, six submarines of 1,400 tons and one mine-laying submarine of 720 tons.—Havas.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

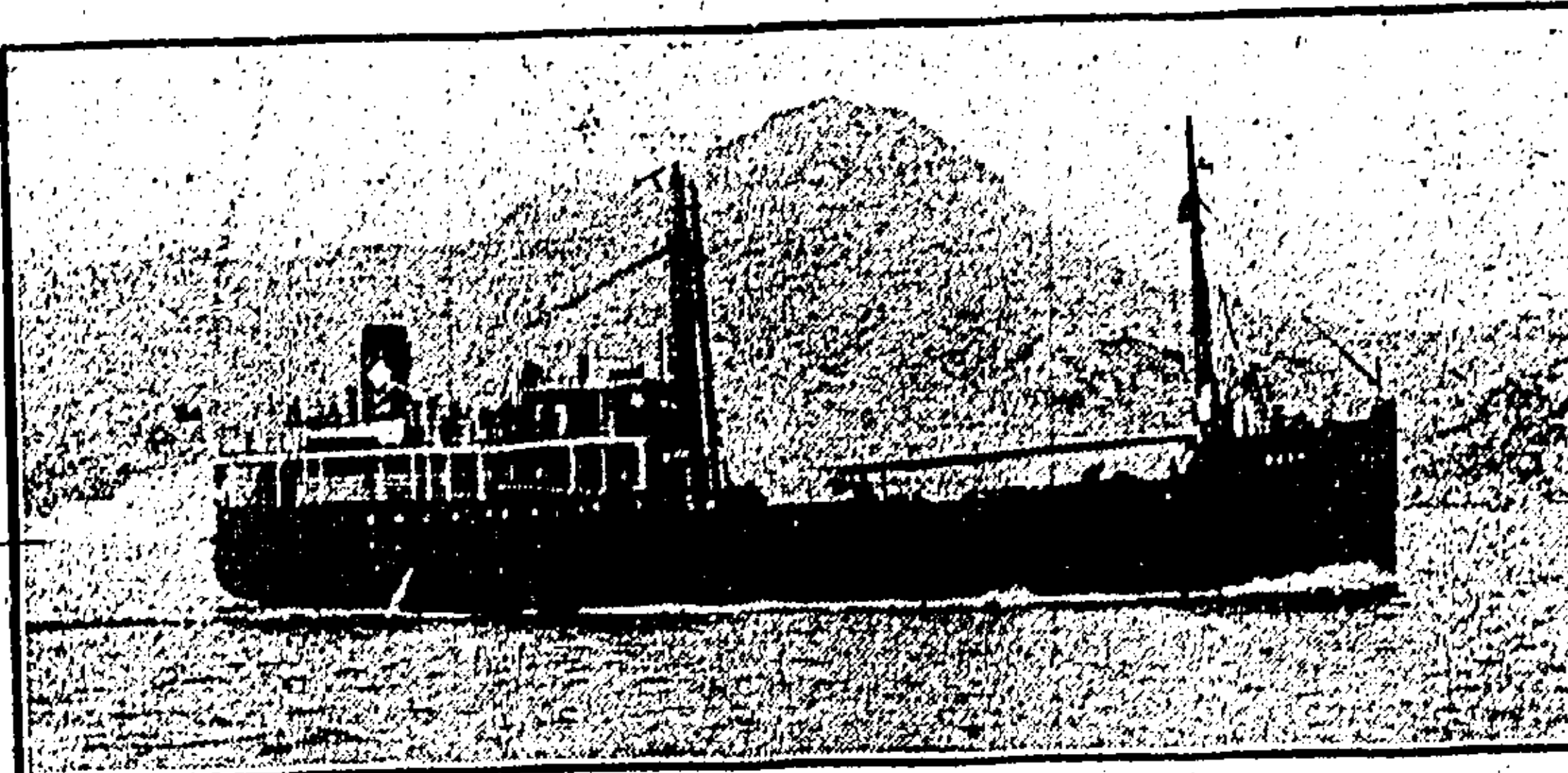
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UNDER CONTRACT WITH H.M. GOVERNMENT

S. S.	Tons	From Hongkong (about)	Destination
"KHYBER" (PADUA)	9,114	23rd Mar.	Marseilles & L'don
	5,907	28th Mar.	Marseilles, London, A'werp, Rotterdam & Hamburg
MALWA	10,980	30th Mar.	Marseilles & London
MIRZAPORE	6,715	1st Apr.	Straits, Colombo & B'way
NALDERA	16,088	13th Apr.	Bombay, M'los & London
KARMALA	9,128	20th Apr.	Marseilles & London
MANTUA	10,946	27th Apr.	Bombay, M'los & London
"INAGORE"	5,283	4th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KALYAN	9,144	11th May.	Marseilles, L'don & Hull
MOREA	10,953	25th May.	Bombay, M'los & London

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SANTHIA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,000	23rd Apr.	S'pore, Penang & Calcutta
TAKLIWA	7,956	27th Apr.	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
"ALABAMA"	6,000	29th Mar.	Manila, Sandakan, Labuan, Island, Townsville, B'way
ARAFURA	6,000	3rd May.	Sydney and Melbourne
TANDA	6,658	3rd May.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Kobe, Kure, Yokohama, and other ports en route as indicated on the cards.

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The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe, Yoko & Osaka
KARMALA	9,128	22nd Mar.	S'hai, Moji, Kobe & Yoko
ALIPORE	5,273	23rd Mar.	Shanghai, Moji & Kobe
LAHORE	5,252	25th Mar.	S'hai, Moji, Kobe & Yoko
MANTUA	10,946	29th Mar.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 25 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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4120, 4112, 4110, 4102, 4093 via SAN FRANCISCO

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Taiyo Maru ... Wednesday, 20th Mar.

Tonyo Maru ... Wednesday, 3rd Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Shizuoka Maru ... Monday, 25th Mar.

Yokohama Maru ... Monday, 8th Apr.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via:

Singapore, Penang, Colombo & Suez.

Hakozaki Maru ... Saturday, 23rd Mar.

Hakusan Maru ... Saturday, 6th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru ... Wednesday, 20th Mar.

Aki Maru ... Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

Sado Maru ... Sunday, 17th Mar.

Tottori Maru ... Thursday, 28th Mar.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Rakuyo Maru ... Friday, 19th Apr.

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THE HOTEL RIVIERA, MACAU.

Cable Address: "RIVIERA, MACAU."

London, Mar. 16.
The fact that 1,230,000 new houses, accommodating more than 5,000,000 people had been built in England and Wales since the war was mentioned yesterday by Sir Kingsley Wood, Parliamentary Secretary to the Ministry of Health.—*British Wireless*.

Lottery prize-money to the value of about £200,000 is lying unclaimed at the Credit Foncier in Paris, says the *Matin*.

Printed and Published for the Proprietor by FREDERICK PERRY FRANKLIN, at 1 and 3, Wyndham Street in the City of Victoria Hongkong.

AFTER 31 YEARS IN COLONY.

DR. MONTAGU HARSTON TO LEAVE SHORTLY.

AN ACTIVE CAREER.

Hongkong will be losing one of its oldest and most prominent British residents when the a.s. Naldora sails on Saturday, April 13th, in the person of Dr. G. Montagu Harston, who is leaving for home on his retirement from the firm of Drs. Harston, Black, Balcen and Koch.

Dr. Harston will have all but completed 31 years' residence in the Colony, during which time he has been not only one of the leading members of the medical profession but has also been prominently identified with much of the Colony's public life. It was on April 15th, 1898, that Dr. Harston arrived in Hongkong from Charing Cross Hospital, London, to act for three years as *locum tenens* to Drs. Hartigan, Stedman and Rennie—an original intention which, through other circumstances intervening, resulted in an active local practice of 31 years. Remaining with the firm, whose consulting rooms were then in the old Bank Building, which was demolished to make way for the Asiatic Building of to-day, Dr. Harston became a partner in 1903, and succeeded to the senior partnership when Dr. Stedman retired.

In the course of an interesting interview which Dr. Harston courteously granted to a *Telegraph* representative yesterday, he recalled how he arrived to find Hongkong in the midst of a very serious plague epidemic. The isolation hospital accommodation at Kennedy Town was inadequate to accept all the cases, and makeshifts had to be erected to cope with the numbers. Two of the nursing sisters of the Government Civil Hospital and other Europeans, including two members of the staff of Messrs. A. S. Watson and Co., were among the fatalities that occurred during the outbreak. It was three years previously that the cause of plague had been traced to the rat flea.

Sanitary Department Praised.

Dr. Harston here broke his narrative to pay a high compliment to the anti-plague work of the Sanitary Department, saying that few people of the present generation realised the tremendous achievement that had been effected. In the early days of which he spoke, there were frequent and terrible visitations of plague. Enormous numbers of emigrants came down from Canton overcrowding the western portion of the city—and Hongkong was, at that time, one of the most overcrowded cities of the world. It was against conditions such as these that the Sanitary Department had to work.

The annual cleansing of houses and the lime-washing, together with the flushing of drains, had been carried on so thoroughly that plague had been entirely stamped out in this Colony. It used to be asserted that plague was endemic to the Colony, but that assertion had been falsified, and he did not think that the public quite realised what a beneficial Sanitary Department it had. The war on rats, the cleansing of bed rooms, the disinfecting of personal belongings and the constant vigilance of the Sanitary Department officials had placed the Colony under an enormous debt of gratitude.

Proceeding, Dr. Harston recalled how the central reclamation scheme, by which Des Voeux Road and Connaught Road were added to the Colony, had just been completed, how Queen's Building had just been erected and how Prince's Building was not then in being. There were no trams and the favourite forms of transport for Europeans were the old push-bike and rickshaws. Sir Henry Blake was Governor, after whom Blake Pier was named when it was completed some time later.

Ophthalmic Work.

Referring to his professional work, Dr. Harston stated that as he had always been interested in eye disease he was struck by the fact that there was very little expert knowledge of ophthalmic diseases in the Colony when he arrived, notwithstanding the fact that there was a tremendous amount of eye disease among the Chinese. When he went home on leave in 1903-04, he took a special course of study at Moorfields Royal London Ophthalmic Hospital, doing six months' duty as Clinical Assistant. On his return, he suggested to the Chinese gentlemen interested in the Tung Wah Hospital that an ophthalmic out-patient department should be opened—a suggestion which was eventually accepted by the Committee. The department was opened in 1906 and proved enormously successful. He was in charge of the work for many years, and among the Chinese the reputation of the department spread far beyond the confines of the Colony, patients coming long distances from all parts of the country. Perhaps the greatest value of the work done there was in connexion with the training of Chinese medical students in ophthalmic surgery. He was one of the original lecturers (in

BRITISH ROYALTY IN BERLIN.

ENJOY FIRST VISIT SINCE OUTBREAK OF WAR.

EX-KAISER'S PALACE.

London, Mar. 15.
The Duke and Duchess of York are spending to-day in Berlin on their way to Oslo to attend the wedding of Crown Prince Olaf of Norway, to Princess Martha of Sweden.

Their visit, which is unofficial as they are travelling incognito, is the first visit of British Royalty to the German capital since 1914. There has been and will be, no official reception by the German authorities, though it is understood that the Duke and Duchess will leave cards at the residence of President Hindenburg before continuing their journey.

After breakfasting at the British Embassy, the Royal couple started out in a car with Lady Rumbold, the wife of the British Ambassador, on a round of sightseeing, in the course of which they went over the palace of the ex-Kaiser, where they spent two hours.

They displayed great interest in what used to be the Imperial suite of rooms which have been left as when they were occupied by William II. In the afternoon, the Duke and Duchess drove out to Potsdam where they were shown over the palace of Frederick the Great. They inspected Sans Souci and the new palaces also. They leave for Norway this evening.—*Reuter and British Wireless*.

K. F. C. TENNIS.

A good entry has been received for the Ladies Singles Handicap (American Tournament) which is to be played off on the Kowloon Football Club's courts to-morrow. The matches are to commence at 2 p.m. sharp, and ten will be served at four o'clock.

pathology) at the College of Medicine in Hollywood Road (later, the Hongkong University) gave special attention to the ophthalmic side.

He had lived to see Chinese students go home to London and take high degrees in ophthalmic work, and there were in Hongkong to-day Chinese doctors well qualified to carry on the war against eye disease. In 1925, the whole of the ophthalmic department of the Tung Wah Hospital was transferred to the Government Civil Hospital, on the recommendation of the late Dr. Addison, special quarters being built to accommodate it. A really valuable work was being carried on.

Value of University.

Dr. Harston added that the establishment of the University out of the old College of Medicine was a great event for Chinese medical students. He was still on the list of Lecturers.

Spanking of the war-time period, Dr. Harston stated that there was an urgent appeal issued through the British Medical Journal for specialists, who were needed at the front. He went home to offer his services, but was turned down as being too old and as having a residence of 18 years in the tropics against him. In face of this physical disqualification, he returned to Hongkong, thus releasing Dr. Marriott, who was over in France within the year.

Other Services.

Dr. Harston stated that in 1909 he served, at the request of the Government, on a Commission to enquire into the high rate of infant mortality in the Colony. In his early days here he was a member of the Volunteer Reserves, being Surgeon Captain; and was at one time a member of the Committee of the Royal Hongkong Golf Club, the membership of which Club he had just resigned after over 30 years. In the early days there were only two courses—those at Happy Valley and Deep Water Bay.

To the above, we must add that Dr. Harston, who is the author of a well-known work on the care of children in the tropics, served on the Committee of St. George's Society for many years, being honoured with the Presidency in 1925. He has also been a member of the War Memorial Committee, a Freemason since 1899 (Peweeverance Lodge), and a medical officer of the Hongkong Boxing Association, as well as a Justice of the Peace for nearly thirty years.

On his departure, Hongkong will be saying good-bye to a resident and medical practitioner who has never spared himself in the service of his fellow residents and of the Colony generally. He will take with him the best wishes of all for the success of the consultant practice which he intends to establish in London, and the hope of all who know him that he will enjoy strength of health—a possession he has lavishly spent in the service of others. The loss of his cheerful personality will leave Hongkong much the poorer.

AUSTRALIA CLOSE TO VICTORY.

PATIENT DEFENCE ALL DAY YESTERDAY.

STILL NEED 113 RUNS.

Fighting hard to secure a winning position in the Fifth Test match, Australia yesterday batted all day for 166 runs at the cost of four wickets. Curiously enough all the batsmen sent back were clean-bowled.

Something of a sensation was caused when Woodfull, the "unbowlable" had his balls scattered by Hammond. Woodfull had not been bowled for nearly three seasons, the last man to get his wicket in this way being Wilfred Rhodes, the Yorkshire trundler, in the Fifth Test in England in 1926.

Hammond was in splendid form with the ball. He found a spot and made the ball get up awkwardly, securing three victims. The only other player to take a wicket was Geary, who sent Jackson back. Scores are as follows:—

England—1st Innings.

J. B. Hobbs, lb.w., Ryder	148
D. R. Jardine, c Oldfield, b Wall	10
W. R. Hammond, c Fairfax, b Wall	10
E. Tyldesley, c Hornbrook, b Wall	11
C. Duckworth, c Fairfax, b Hornbrook	12
E. Hendren, c Hornbrook, b Fairfax	12
M. Leyland, c Fairfax, b O'Brien	12
H. K. Gurnham, c Duckworth, b Geary	4
G. Geary, b Hornbrook	4
M. W. Tate, c substitute, b Hornbrook	4
J. C. White, not out	2
Extras	15
Total	210

Fall of wickets: 1/61; 2/140; 3/225; 4/249; 5/260; 6/461; 7/469; 8/428; 9/420; 10/619.

Bowling Analysis.

	O.	M.	R.	W.
Wall	49	8	128	5
Hornbrook	42	10	108	8
O'Brien	41	10	86	1
Grimmett	31	11	40	—
Fairfax	21	4	84	2
Ryder	18	8	29	2
Kippax	8	1	2	—
Extras	—	—	—	—

Australia—1st Innings.

W. A. Woodfull, c Geary, b Larwood	102
A. Jackson, run out	8
A. F. Kippax, c Duckworth, b Fairfax	30
G. Geary, c Tate, b Hammond	30
D. Bradman, c Tate, b Geary	123
A. Fairfax, lb.w., b Geary	45
H. K. Gurnham, c Duckworth, b Geary	7
W. A. Oldfield, c and b Geary	4
C. W. Grimmett, not out	6
J. C. White, c Duckworth, b Geary	26
M. Hornbrook, lb.w., White	17
Extras	17
Total	291

Fall of wickets: 1/64; 2/149; 3/208; 4/228; 5/222; 6/229; 7/212; 8/217; 9/231; 10/271.

Bowling Analysis.

	O.	M.	R.	W.
Larwood	44	7	88	1
Tate	38	10	108	8
Geary	31	10	108	8
White	28	12	134	2
Grimmett	21	1	2	—
Hammond	8	1	—	—
Leyland	—	—	—	—

England—2nd Innings.

J. B. Hobbs, c Fairfax, b Grimmett	65
D. R. Jardine, c Oldfield, b Wall	0
W. R. Hammond, c Ryder, b Fairfax	10
E. Tyldesley, c Oldfield, b Wall	21
E. Hendren, c and b Grimmett	25
M. Leyland, not out	45
M. W. Tate, c Fairfax, b Hornbrook	24
G. Geary, b Wall	8
H. K. Gurnham, c O'Brien, b Wall	6
J. C. White, c Duckworth, b Geary	9
C. Duckworth, lb.w., O'Brien	6
Extras	20
Total	257

Fall of wickets: 1/1; 2/10; 3/75; 4/119; 5/122; 6/121; 7/112; 8/217; 9/231; 10/271.

Bowling Analysis.

	O.	M.	R.	W.
Wall	28	5	66	5
Hornbrook	19	6	88	1
Fairfax	7	2	20	1
Grimmett	24	7	45	2
O'Brien	10.8	1	24	1

Australia—2nd Innings.

W. A. Oldfield, b Hammond	48
P. M. Hornbrook, b Hammond	18
W. M. Woodfull, b Hammond	35
A. Jackson, b Geary	46
A. F. Kippax, not out	12
J. Ryder, not out	8
Extras	6
Total (for 4 wks.)	173

Fall of wickets: 1 for 51 runs (Hornbrook), 2 for 80 (Oldfield), 3 for 129 (Woodfull), 4 for 168 (Jackson).

COMMUNIST PLOT UNEARTHED.

ROMBS AND EXPLOSIVES AT KUALA LUMPUR.

Kuala Lumpur, Mar. 8.
A startling discovery was made early this morning by the local detectives, resulting in the arrest of the seven suspected Chinese Communists, and the seizure of a large quantity of daggers, ammunition, bombs, explosives, automatic revolvers and books and pamphlets of a seditious nature.

A chop bearing the name "General Labour Union for Malaya," was also seized. Three raids were conducted by the police, the first at Setapak, the second at Pudu and the third at Imbi Road and Gao Road.

EUGENE O'NEILL.

TO BE MARRIED AFTER DIVORCE.

New York, Mar. 8.
Eugene O'Neill, noted American playwright who left Shanghai in December last, will marry Carlotta Monterey, an actress, as soon as his present wife, Agnes Boulton O'Neill, obtains a divorce. It was reported here to-day. Friends of the playwright, whose home is in New York, said he had informed them of his intention to marry Miss Monterey in letters received to-day. O'Neill has been in Europe since leaving the Far East.—*United Press*.

BASED ON THE FAMOUS STAGE PLAY "TRELAWNEY OF THE WELLS!"



The barriers of wealth tore them apart
... Society's demands forbade his marry-
ing an actress ... an unusual stage classic,
made from Pinero's world-famous stage classic,
life ... the laughs, the tears, the loves of stage
... well worth seeing.
With Norma Shearer's finest achievement

RALPH FORBES, OWEN MOORE
Directed by SIDNEY FRANKLIN
Norma SHEARER
in **THE ACTRESS**
From the play "Trelawney of the Wells" by Sir Arthur Wing Pinero.
Screen play by Albert Lewis and Richard Schayer.
Titled by Joe Farnham.

Also
SAM KU WEST
with his
PARADISE HARMONY TRIO
AND
AIDA KAWAKAMI
In a farewell programme.

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15, & 9.20.
INCREASED PRICES.

THE ADVENTURES OF A PHILANDERER!

"EVE STARTED SOMETHING — but it isn't over yet! SEE!"

ADAM AND EVIL

—a riot of marital mix-ups!

with **LEW CODY**
AILEEN PRINGLE

AT THE **WORLD** TO-DAY and TO-MORROW
Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

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FEATURING
THUNDER
The Canine Marvel,
CHARLES MORTON **CARYL LINCOLN**

The thrilling story of a dog's loyalty and devotion to his master!

AT THE **STAR** TO-DAY AND TO-MORROW
At 2.30, 5.30 & 9.20.